

Final
November 2014

APPENDIX G
DRAFT EIS COMMENTS AND RESPONSES

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APPENDIX G. DRAFT EIS PUBLIC COMMENTS AND RESPONSES

This appendix contains comments received from federal, state, and local agencies, the general public, and Native Americans during the public comment period for the *Draft Powder River Training Complex Ellsworth Air Force Base, South Dakota Environmental Impact Statement* (EIS). The Notice of Availability for the Draft EIS (DEIS) appeared in the Federal Register on August 20, 2010. The Air Force encouraged public and agency representatives to provide oral and written comments during the public hearings or mail written comments on or before the comment period closing date of November 15, 2010. By request, the comment period was reopened and extended to January 20, 2011.

The Federal Aviation Administration (FAA) submitted inputs as a Cooperating Agency and in compliance with its Order on Procedures for Handling Airspace Matters. The Air Force has addressed FAA input in Appendix H, using a format similar to the public comment response process in this appendix.

The Air Force received a broad variety of oral and written comments. While all comments submitted were fully considered by the Air Force, only substantive comments were carried forward and responded to in this appendix. The Air Force addressed substantive comments in a collective fashion in order to harmonize interpretation of the inputs and address the inputs in a reasonably efficient manner. As discussed in the main body of the Final EIS (FEIS) (Chapter 2.12.1.1), non-substantive comments—to which the Air Force did not specifically respond—are generally considered those comments that express a conclusion, an opinion, or a vote for or against the proposal itself, or some aspect of it; that only state a position for or against a particular alternative; or that otherwise state a personal preference or opinion. Public and agency comments received were taken into consideration by the Air Force in its decision-making process. The following presents the Air Force's Comment and Response Process.

1.1 COMMENT RECEIPT AND REVIEW

Comment Receipt: Comments on the DEIS included written correspondence via U.S. Mail (letters), faxes, or emails, and oral testimony received during the public comment period. All comments received during that period are included in the Comments section.

Comment Review: In accordance with 40 Code of Federal Regulations (CFR) 1503.4, comments were assessed and considered as follows:

- Each letter or testimony was assigned a unique identification number. All submitted comments and oral testimonies were then carefully read and reviewed.
- Within each comment letter or testimony, substantive comments were identified and marked with brackets. Three guidelines were used for determining substantive comments:
 1. The comment questions the Proposed Action, conditions/location of an alternative, or other components of the PRTC action.
 2. The methodology of the EIS (analysis and/or results) was questioned.
 3. The use, adequacy, or accuracy of data was questioned.
- The Air Force reviewed all the comments submitted. In some cases, comments addressing similar issues were assigned the same response. If the same comment was repeated within the same letter or oral comments, it was bracketed the first time it appeared.

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- Individually bracketed comments were assigned a number and assigned an appropriate response. These responses are organized by the primary resource area they address and consecutively by number. The responses to comments appear in the Responses section of this volume.

Comment Organization: The comment letters are printed in numerical order and are organized into three sections:

- Written comments and submitted letters from Individuals and members of the general public – begin with 1000
- Public hearing transcripts of oral testimonies – begin with 2000
- Agency/Organization/Company letters – begin with 3000

1.2 LOCATING COMMENTS

A directory begins on page G-3 to locate commenters' names. As noted on the public displays, sign-in, comment forms, and copies of the DEIS and Executive Summary, providing your name in the EIS process meant that you understood that your name and comment would be made a part of the public record for this EIS. An identification number was assigned to your comment letter and is labeled on the letter or next to your oral comments. All comments are organized according to these comment numbers in the Comments section immediately following the directions.

The directory provides an alphabetical listing by last name of those who commented. Look for your last name and note the comment identification number in the fourth column. This is a number that was assigned to your comment and is labeled on your letter or next to your oral comments.

1.3 LOCATING RESPONSES TO COMMENTS

Air Force responses to comments are located in the Responses section of this volume, immediately following the comment section (Section 1.8). All substantive comments within each comment letter and oral comments from public hearings were assigned a response number, which are printed next to the brackets in the right margin of the page (Section 1.5). Every bracketed comment has a corresponding response, designed to be read along with the comment it addresses. Comment codes and responses are organized alphabetically by response code.

The responses refer to both the DEIS and Final EIS (FEIS) documents, as appropriate. For example, if the commenter suggests a deficiency in the Draft document, the response may refer to the DEIS for clarification. If the FEIS includes amended information, including mitigations, the reader will be directed to that section of the FEIS.

Public and agency involvement is an important part of the NEPA process, and all comments, whether bracketed or not, are taken into consideration by the Air Force in its decision-making process.

1.4 ALPHABETICAL DIRECTORY FOR INDIVIDUAL LETTERS, AGENCY/ORGANIZATION/COMPANY LETTERS, AND PUBLIC HEARING TRANSCRIPTS

1.4.1 ALPHABETICAL DIRECTORY FOR INDIVIDUAL LETTERS

<i>Individual Letters</i>					
<i>Last Name</i>	<i>First Name</i>	<i>City</i>	<i>State</i>	<i>Letter #</i>	<i>Comment Codes Applied</i>
Above	Shannon Rock	Crow Agency	MT	1078	NO-5
Adams	Dennis	Mandan	ND	1091	AM-12, SA-7
Appleman	Craig	Broadus	MT	1090	AM-8, AM-12, GE-1
Atkinson	Tom	Bismarck	ND	1071	NP-3
Becker	Upton F.	Elgin	ND	1068	GE-13, NP-1, NP-2, PN-2, SA-5, SO-2, SO-10
Bell	George	Carson	ND	1027	DO-3, SO-13
Bertsch	Brandon	Carson	ND	1029	DO-3, SO-13
Bertsch	Sheila	Carson	ND	1030	DO-3, SO-13
Best	Leslie	Big Horn	MT	1055	SA-9, SO-13
Bierne	Sister Kathleen	Aberdeen	SD	1052	GE-2, SA-14
Bishop	Warren	North Platte	NE	1107	AM-6, GE-11, GE-9, PN-2, SA-7, SO-7
Blake	Clark	Belle Fourche	SD	1119	BI-3, SO-1, SO-5, SO-15, SO-27
Blank	D.L.	Whitefish	MT	1003	GE-2, NO-5, PN-2, SA-27, SO-25
Boehm	Peggy	Aberdeen	SD	1052	GE-2, SA-14
Bowers, Jr.	James H.	Broadus	MT	1044	AM-3, AM-12, SA-1
Brandner	Sister Joan M.	Aberdeen	SD	1052	GE-2, SA-14

<i>Individual Letters</i>					
<i>Last Name</i>	<i>First Name</i>	<i>City</i>	<i>State</i>	<i>Letter #</i>	<i>Comment Codes Applied</i>
Brooks	Harold Eugene	Bowman	ND	1004	AM-12, GE-2, GE-5, GE-9, PN-2, SO-14
Burdick	Russell L.	Baker	MT	1065	GE-2, PN-2, SA-7, SO-9
Carlson	Mike	Glendive	MT	1061	BI-1, CM-4, GE-1, LU-7
Carter	Charles	Broadus	MT	1010	BI-1, GE-1
Castleberry	Betty Jo and Fulton	Ekalaka	MT	1086	BI-4, GE-2, SA-5, SA-27, SO-1, SO-11
Clark	Michele A.	Fort Yates	ND	1077	GE-1, GE-11
Clary	Family	Carson	ND	1014	DO-3, SO-13
Crosby	Dean	Bison	SD	1075	GE-1
Daml	Sister Donata	Aberdeen	SD	1052	GE-2, SA-14
DeCastro	Edward A.	Laramie	WY	1093	GE-2, GE-3, GE-6, PN-2
Dedic	Barbara	New Underwood	SD	1002	BI-4, GE-2, PN-2, SA-9
Dinstel	Delbert	Colstrip	MT	1037	GE-2, LU-2, NO-5, PN-2, SA-7, SO-1, SO-7, SO-8, SO-9
Doering	Ray A.	Litchfield	MN	1057	GE-12
Doherty	Lisa Y.			1054	BI-4, EJ-2, GE-2, GE-9, EJ-2, SA-1, SA-5, SA-14
Drayton	Dennis R.	Lemmon	SD	1039	AM-5, BI-6, BI-7, GE-2, GE-7, EJ-1, LU-1, NO-4, NP-11, SA-7, SA-9, SA-14
Drayton	Dennis R.	Lemmon	SD	1074	LU-2, LU-3, NP-1
Drayton	Dennis			1076	EJ-1, LU-1, NP-2, SO-1
Edinger	Gequita	Carson	ND	1016	DO-3, SO-13
Egan	Bailey	Forsyth	MT	1085	GE-2, GE-3, PN-2

<i>Individual Letters</i>					
<i>Last Name</i>	<i>First Name</i>	<i>City</i>	<i>State</i>	<i>Letter #</i>	<i>Comment Codes Applied</i>
Ellison	Dean and Lila	Lemmon	SD	1036	GE-2, GE-8
Fisher	Alex	Rapid City	SD	1114	DO-4, SO-2, SO-7
Franklin	Chuck			1089	GE-2
Fruit	Tracy	Broadus	MT	1007	AM-15, BI-4, GE-8, NO-10, SA-9, SA-17
Fuchs	Melodie	Carson	ND	1026	DO-3, SO-13
Gay	Glenn	Broadus	MT	1070	AM-12, SA-7
Geraets	Mary L.	Aberdeen	SD	1052	GE-2, SA-14
Giese	Janice K.	Carson	ND	1021	DO-3, SO-13
Griffin	William	Rapid City	SD	1069	GE-1, BI-1, SO-1
Hamilton	Jim	Decker	MT	1098	PN-2, SA-27, SA-28, SO-1, SO-13
Harmon	Roger	Carson	ND	1018	DO-3, SO-13
Harmon	Mary Jane	Carson	ND	1019	DO-3, SO-13
Harrington	Homer	Ekalaka	MT	1106	EJ-2, GE-2, LU-2, SA-5, SA-14, SA-19, SA-21, SO-13, SO-24, SO-25
Hauge	Patricia L.	Leith	ND	1025	DO-3, SO-13
Hayes	Francis J.	Alzada	MT	1041	GE-1, GE-9, SO-29
Hintz	Barbara	Carson	ND	1013	DO-3, SO-13
Hoff	Jody	Richardton	ND	1047	GE-2, SO-7
Howard	Lee	Hysham	MT	1102	PN-2, SA-1, SA-5
Hurdle	Joan		MT	1048	AQ-1

<i>Individual Letters</i>					
<i>Last Name</i>	<i>First Name</i>	<i>City</i>	<i>State</i>	<i>Letter #</i>	<i>Comment Codes Applied</i>
Iekel	Penny	Busby	MT	1059	AM-12, BI-4, LU-2, PN-1
Johnson	Sister Annrita	Aberdeen	SD	1052	GE-2, SA-14
Johnstone	Jim	Ekalala	MT	1099	SO-13
Jones	James O.	Hulett	WY	1045	EJ-2, GE-2, LU-1, LU-2, NP-11, NO-5, PN-2, SA-5, SA-9, SA-14, SO-1, SO-9
Kammerer	Marvin	Rapid City	SD	1104	GE-2, SA-14, SA-27, SO-1, SO-12
Kammerer	Marvin	Rapid City	SD	1105	GE-3, LU-3, SA-22, SO-22
Kari	Dennis	Bison	SD	1040	GE-1, GE-9
Kelley	Sister Verna	Aberdeen	SD	1052	GE-2, SA-14
Kimbell	Roy E.	Spearfish	SD	1066	AM-6, PN-5, SA-7, SA-11
Knapp	Rhonda	Ekalaka	MT	1109	AM-14, LU-1, LU-2, NO-5, PN-2, SA-5, SA-20, SO-13
Kraemer	Norma J.	Deadwood	SD	1058	AM-3, AM-6, GE-2, PN-2, PN-3, PN-6, SA-3, SA-5, SA-7, SA-11, SA-27, SO-10, SO-11, SO-14, SO-24
LaBeau	Lawrence O.	San Angelo	TX	1101	PN-2, PN-3, SA-5, SO-7, SO-12, SO-14
LaBree	Anna	Elkalaka	MT	1005	GE-2, SA-7, SO-2, SO-7, SO-11, SO-15, SO-17
Lang	Jerry	Baker	MT	1096	AM-14, BI-4, DO-4, GE-2, GE-11, NO-5, NP-1, PN-2, SA-3, SA-7, SA-19, SO-1, SO-2, SO-5, SO-6, SO-8, SO-13, SO-16, SO-17
Lee	Kenneth	Sturgis	SD	1073	AM-12, AQ-2, AQ-3, GE-2, PN-2, SA-3, SA-7, SO-1, SO-2, SO-3
Lee	Anita	Sturgis	SD	1083	BI-4, GE-8, SA-7, SO-2, SO-12
Lewis	Anthony	Fort Yates	ND	1072	GE-1, SA-20
Lundberg	Wayne R.	Kettering	OH	1115	BI-4, NO-3, SO-1

<i>Individual Letters</i>					
<i>Last Name</i>	<i>First Name</i>	<i>City</i>	<i>State</i>	<i>Letter #</i>	<i>Comment Codes Applied</i>
MacPherson	Jeanne	Helena	MT	1095	AM-6, SO-10
McDowall	Gene	Carson	ND	1033	DO-3, SO-13
McEwen	Dennis	Broadus	MT	1038	NO-2, SO-16
McKenna, Jr.	John J.	Bozeman	MT	1118	AM-6, AM-21, GE-2, PN-2, SA-7, SO-24
Mehling	Frank	Baker	MT	1094	AM-12, GE-2, LU-3, SA-19, SA-21, SO-2, SO-11, SO-12, SO-15
Mekling	Charlene	Baker	MT	1011	AM-12, BI-4, GE-2, LU-1, PN-2, SA-19, SA-21, SO-2, SO-11, SO-15
Merriman	Don		SD	1117	AM-14, NP-1, NP-8, SA-27, SO-13
Metter	Todd	Carson	ND	1032	DO-3, SO-13
Moose	Dwight and Kathleen	Hulett	WY	1062	GE-1, GE-9, LU-7
Nelson	Mary	Recluse	WY	1053	GE-2
Nelson	Larry	Buffalo	SD	1100	AM-4, BI-3, BI-5, SA-7, SA-9, SA-5, SA-6, SA-12, SA-13, SO-1, SO-15, SO-16
Norhton	Dan	Helena	MT	1116	AM-6, GE-2, NP-8, SA-7, SO-7, SO-24
Nostrano	Olga I.	Sheridan	WY	1079	SA-14
Ogle	Kathy Mueller	Cheyenne	WY	1050	AQ-3, GE-2, LU-2, PN-2, SA-5, SA-6, SA-14, SA-27
Olson	Allen	Box Elder	SD	1082	AM-2, BI-2, CU-1, LU-2, NO-4, SA-5, SA-6, SA-17, SA-22, SO-1, SO-3, SO-17
Ongstad	Anne Whitman	Robinson	ND	1006	GE-2, SA-1, SO-8, SO-10
Parker	Charles	Pacifica	CA	1034	AM-1, AM-12, GE-2, PN-2, PN-3
Parnell	Mike	Fort Smith	MT	1056	AM-20, BI-4, GE-2, LU-2, NO-4, PN-2, PN-5, SO-1, SO-7, SO-9

<i>Individual Letters</i>					
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Penfield	Shane C.	Lemmon	SD	1113	BI-7, LU-1, LU-2, SA-27, SO-16
Pierret	Sister Kathleen	Aberdeen	SD	1052	GE-2, SA-14
Pinnow	Wanda	Baker	MT	1008	AM-12, SA-19, SA-21, SO-2, SO-11, SO-15, SO-16
Power	Greg, Maj Gen (Ret)		NC	1042	GE-1, GE-11, NO-10
Quinn	Sister Carol	Aberdeen	SD	1052	GE-2, SA-14
Rath	Michael	Baker	MT	1060	AM-3, AM-4, AM-21, SA-3, SA-7, SO-7, SO-10, SO-22
Reder	Monte	Miles City	MT	1080	GE-2, LU-2, SA-7
Reynolds	Sidney	Miles City	MT	1112	GE-9
Richards	David A.	Sturgis	SD	1035	GE-2, LU-3, SO-13
Richards	Duane	Hammond	MT	1092	BI-1, GE-1
Richardson	Lee	Miles City	MT	1081	SO-10
Rieger	Steve and Janelle	Ismay	MT	1111	AM-12, BI-4, GE-2, LU-1, LU-2, NO-2, PN-2, SA-7, SO-1, SO-13
Ronning	Kayleen	Billings	MT	1049	GE-2
Rosencranz	Bill and Ruth	Spearfish	SD	1087	GE-9
Rosencranz	Bill and Ruth	Spearfish	SD	1088	GE-9
Rosenkrantz	Jean	Rapid City	SD	1046	GE-2, GE-3, LU-2, PN-2, SA-26, SO-7
Rusley	J. Robert	Baker	MT	1043	BI-2, GE-2, LU-2, SA-5, SA-14, SA-15, SA-19, SO-1, SO-13, SO-16
Rusley	Wilma	Baker	MT	1063	BI-4, GE-2, GE-5, LU-1, PN-2, SA-5, SA-14, SA-19, SO-1, SO-5, SO-10, SO-13, SO-14, SO-16
Rusley	Phillip and Lori	Baker	MT	1064	GE-3, NP-1, PN-2, PN-7

<i>Individual Letters</i>					
<i>Last Name</i>	<i>First Name</i>	<i>City</i>	<i>State</i>	<i>Letter #</i>	<i>Comment Codes Applied</i>
Schlosser	Jim D.	Hulett	WY	1097	BI-4, GE-9, GE-11, SO-13
Schmid	Sandra A.	Carson	ND	1015	DO-3, SO-13
Schmid	Michael	Carson	ND	1017	DO-3, SO-13
Schmid	John R.	Mandan	ND	1020	DO-3, SO-13
Schmid	John G.	Carson	ND	1024	DO-3, SO-13
Simek	Thomas	Sun City West	AZ	1001	CM-2, SO-1, SO-12, SO-13
Simmers	Joshua	Mandan	ND	1051	GE-2, GE-5, SO-1, SO-6, SO-7
Swanda	Antone	Oshoto	WY	1084	GE-2, PN-2, SA-5, SA-6, SO-1, SO-13
Thom	Loran	Lemmon	SD	1103	BI-4, LU-2, NO-2, SO-1, SO-13
Tronstad	Chad	Baker	MT	1009	AM-14, EJ-2, GE-2, GE-5, NP-1, NP-9, PN-2, SA-17, SO-1, SO-6, SO-9
Viviano	Pamela	Hulett	WY	1108	GE-2, EJ-2, LU-1, LU-2, NP-8, SA-5, SA-9, SA-10, SA-14, SA-27, SO-5, SO-9, SO-22
Wash	William Glenn	Broadus	MT	1012	AM-12, GE-2, NP-7
Welander	Terry D.	Chisholm	MN	1067	AM-9, AM-11, PN-2
White	Richard F.	Minot	ND	1110	GE-1, NO-10
Wolfe	Carol N.	Newcastle	WY	1120	No PRTC-related comments
Zenker	Cherie	Carson	ND	1022	DO-3, SO-13
Zenker	Alton	Carson	ND	1023	DO-3, SO-13
Zenker	Steven	Carson	ND	1028	DO-3, SO-13
Zenker	Brett	Flasher	ND	1031	DO-3, SO-13

1.4.2 ALPHABETICAL DIRECTORY FOR PUBLIC HEARING TRANSCRIPTS

<i>Comments From Public Hearing Transcripts</i>						
<i>Last Name</i>	<i>First Name</i>	<i>Agency</i>	<i>Hearing Location</i>	<i>State</i>	<i>Letter #</i>	<i>Comment Codes Applied</i>
Above	Shannon Rock		Crow Agency	MT	2111	LU-1, NO-5
Abrahamson	Pine	Bowman County Commissioner	Bowman	ND	2040	SO-10
Adams	Fred	Basin Electric Power Cooperative	Bismarck	ND	2062	AM-1, AM-3, AM-5, GE-2, SO-7
Alke	Debbie		Billings	MT	2117	AM-5, GE-9, PN-2, SA-7, SO-6, SO-10, SO-24,
Baldwin	John		Miles City (aft)	MT	2085	AM-12, NO-5, SA-1, SA-7, SO-13
Bergerson	Bob		Billings	MT	2114	PN-3, PN-4, PN-6
Bergslin	Wade	True Oil Company	Gillette	WY	2094	AM-27, AM-6, AM-19, GE-9, GE-11, NP-4, SA-7, SO-6, SO-7
Blake	Clark		Belle Fourche	SD	2017	GE-2, NO-5, SO-11
Bourland	Gregg	Cheyenne River Sioux Tribal Council	Eagle Butte	ND	2140	NA-7, NA-9, SA-5, SA-20
Bowman	Bill	Senator, District 39	Bowman	ND	2039	GE-10
Braun	Doug		Billings	MT	2120	GE-1, GE-9
Bush	Richard		Billings	MT	2122	AM-27, GE-1, PN-2, SO-7
Campbell	John		Gillette	WY	2095	AM-12, AM-20, AM-21, AM-22, NP-8, PN-2, SA-1, SA-3, SA-9, SO-5, SO-7, SO-24

<i>Comments From Public Hearing Transcripts</i>						
<i>Last Name</i>	<i>First Name</i>	<i>Agency</i>	<i>Hearing Location</i>	<i>State</i>	<i>Letter #</i>	<i>Comment Codes Applied</i>
Capra	Lawrence		Broadus	MT	2065	GE-1, PN-1
Carlson	Kay		Billings	MT	2112	NO-11
Carsrud	Jeff		Rapid City	SD	2012	GE-1
Carsrud	Jeff	Ellsworth Task Force	Gillette	WY	2098	GE-1, GE-11, PN-3, SO-24
Cebulski	Wade		Billings	MT	2119	AM-21, GE-2, SA-7
Cook	Ardys	Cheyenne River Sioux Tribal Council	Eagle Butte	ND	2130	DO-7, LU-1, LU-6, NA-7, NP-8, NP-10
Davila	Matt		Fort Yates	ND	2052	DO-1
Dinstel	Del		Hardin	MT	2106	AM-12, AM-17, AM-25, GE-2, PN-2, PN-3, PN-6, SA-7, SO-1, SO-24
Dinstel	Sharon		Hardin	MT	2110	NO-4, NO-5
Dinstel	Del		Billings	MT	2113	LU-5, PN-2, PN-3, SA-7, SO-1, SO-9, SO-24
Drayton	Dennis		Bison	SD	2032	LU-1, NP-1, NP-2, NO-5
Drayton	Dennis		Elgin	ND	2050	EJ-1, LU-2, NP-2, NP-4, SO-1
Drayton	Mr.		Ekalaka	MT	2083	CM-2, CU-3, GE-2, LU-1, NP-2, NP-4, NP-10, PN-2, PN-3,
Drown	Mr.		Bison	SD	2038	GE-1, SO-17

<i>Comments From Public Hearing Transcripts</i>						
<i>Last Name</i>	<i>First Name</i>	<i>Agency</i>	<i>Hearing Location</i>	<i>State</i>	<i>Letter #</i>	<i>Comment Codes Applied</i>
Duffield	Willie		Baker	MT	2076	DO-4, GE-2, GE-9, PN-2, SA-3
DuPris	Maynard	Cheyenne River Sioux Tribal Council	Eagle Butte	ND	2127	GE-2, GE-5
Edwards	Guy		Belle Fourche	SD	2014	AM-5, AM-6, SO-9, SO-10,
Edwards	Guy		Belle Fourche	SD	2022	AM-8, SA-7
Egan	Bailey	Montana Community Airport Association	Colstrip	MT	2103	AM-3, AM-12, CU-3, LU-1, NA-2, NA-6, SA-3, SA-7, SA-14
Ferguson	Mike	Aircraft Owners and Pilots Association	Hardin	MT	2109	AM-3, AM-12, AM-26, PN-2, SA-7, SA-26, SO-7
Gilbert	Linda		Buffalo	SD	2025	AM-3, AM-4, SA-7, SA-12, SO-15
Glen	John		Billings	MT	2123	GE-1, GE-9, NP-8, PN-3
Goeres	Georgene		Elgin	ND	2047	GE-9, NP-3, PN-2, PN-3,
Goodhouse	Cedric		Fort Yates	ND	2055	NA-4, NA-8
Griffin	William		Rapid City	SD	2005	BI-1, GE-1
Hammond	Kate	National Park Service, Little Bighorn Battlefield National Monument	Hardin	MT	2105	AM-24, CU-2, DO-2, LU-2, NO-2, SO-9
Hauck	William		Belle Fourche	SD	2016	SA-10
Hayes	Frances		Broadus	MT	2069	BI-1, GE-1, LU-7

<i>Comments From Public Hearing Transcripts</i>						
<i>Last Name</i>	<i>First Name</i>	<i>Agency</i>	<i>Hearing Location</i>	<i>State</i>	<i>Letter #</i>	<i>Comment Codes Applied</i>
Heidgerken	Robert		Rapid City	SD	2008	GE-3, NO-1, NO-2, NO-3
Helland	David		Bowman	ND	2042	AM-14, SA-1, SA-17
Howard	Mr.		Belle Fourche	SD	2024	NP-1, PN-2
In the Woods	Bryce	Cheyenne River Sioux Tribal Council	Eagle Butte	ND	2124	AM-15, AM-17, CU-4, GE-2, NA-8, NA-9, NA-11, NA-13, NP-2, PR-1, SA-5, SO-25
Ironshield	George		Fort Yates	ND	2056	NA-7, SA-14
Jilek	Ray	Black Hills Airport	Rapid City	SD	2010	AM-3, AM-4, SA-7, SA-8, SO-5, SO-6
Jilek	Ray	Black Hills Airport	Belle Fourche	SD	2020	AM-3, AM-7, AM-9, AM-11, SA-7, SA-11, SA-27, SO-6, SO-14
Johnson	Jim		Belle Fourche	SD	2018	NO-6, NO-7, NO-8, SA-1, SA-7
Johnson	Gene		Belle Fourche	SD	2021	BI-3, NO-5, SA-7, SO-1, SO-11
Kammerer	Marvin		Rapid City	SD	2006	BI-2, BI-3, PN-2, PN-3, LU-3, SO-1, SO-4
Kammerer	Matthew		Rapid City	SD	2011	GE-5, SO-1
Kammerer	Marvin		Billings	MT	2116	AM-4, BI-2, BI-3, GE-6, LU-1, NO-11, NP-8, PN-3, SA-5, SA-14, SO-12, SO-14, SO-15, SO-17
Keckler	Kevin	Cheyenne River Sioux Tribal Council	Eagle Butte	ND	2141	NA-9, NP-8

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Kehler	Kelly		Hardin	MT	2107	AM-3, GE-2, NO-10, NP-3, SA-1, SA-5, SA-7, SA-10, SO-2, SO-9, SO-24
Kinnischtzke	Roger		Elgin	ND	2046	GE-5, LU-5, PN-2, PN-3
Kiper	Cherril		Gillette	WY	2097	GE-9, PN-1
Kling	Jerry	Kling Ranch	Elgin	ND	2044	AM-15, BI-4, GE-8, GE-9, SO-6, SO-18
Knife, Jr.	Ted		Eagle Butte	ND	2135	GE-2
Krause	Cody	USDA Wildlife Services	Bison	SD	2028	SA-1
Krutzfeldt	Lewis		Miles City (eve)	MT	2092	BI-2, GE-2, NO-5, PN-2, SA-5, SA-27, SO-1
Lafferty	Joe	Mnikoju Tribe (Cheyenne River Sioux)	Eagle Butte	ND	2139	GE-2, GE-7, NA-6, NA-8
Lane	Bill		Baker	MT	2071	AM-3, BI-2, GE-2, LU-2, NP-1, SA-5, SA-7, SO-1, SO-5, SO-6, SO-7, SO-9, SO-13, SO-16, SO-23, SO-24
Lane	Tom		Miles City (aft)	MT	2086	PN-2, SO-13, SO-14
Lane	Bill		Miles City (eve)	MT	2091	AM-1, AM-12, GE-2, GE-11, SA-7, SO-1, SO-13, SO-16
Langerud	Darin	North Dakota Atmospheric Resource Board	Bowman	ND	2041	AM-12, AM-13, GE-11, SA-15, SA-16, SO-28

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Lannine	Danny		Broadus	MT	2066	AM-4, AM-14, AM-17, NP-7, SA-1
Larson	Gary	U.S. Department of Agriculture Wildlife Services Program	Bismarck	ND	2063	AM-3, SA-1, SA-7, SA-14, SO-5
Larson	Jack		Miles City (eve)	MT	2093	BI-4, CU-2, GE-2
LeBeau	DeAnna	Cheyenne River Sioux Tribal Council	Eagle Butte	ND	2125	NP-1, SA-5
LeBeau	Robin	Cheyenne River Sioux Tribal Council	Eagle Butte	ND	2126	DO-7, GE-2, NA-9
LeBeau	Ryman	Cheyenne River Sioux Tribal Council	Eagle Butte	ND	2129	GE-2, NA-7
LeBeau	Marcella		Eagle Butte	ND	2138	GE-2
LeCompte	Dixie		Eagle Butte	ND	2133	GE-2, PR-1
Lee	Anita		Rapid City	SD	2004	SO-1, SO-2, SO-3, SO-7, SO-8
Lee	Anita		Belle Fourche	SD	2015	GE-7, GE-8, SO-1, SO-2, SO-9, SO-12, SO-13
Lee	Anita		Bison	SD	2031	GE-7, GE-8, SO-1, SO-2, SO-12, SO-13
Lee	Chuck	Fallon County	Baker	MT	2077	AM-3, EJ-2, LU-2, PN-2, SA-16, SA-20, SA-21
Lee	Sharon	Cheyenne River Sioux Tribal Council	Eagle Butte	ND	2131	GE-2, NA-9

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Lensegrav	Les		Bison	SD	2033	GE-2, LU-1
Lensegrav	Dave		Bison	SD	2036	BI-4, SA-14, SA-27, SO-1
Lien	Chris	Ellsworth Task Force	Rapid City	SD	2002	GE-1
Lifto	Patrick	Montana Pilots Association	Miles City (eve)	MT	2089	AM-8, AM-20
Lubnau	Tom		Gillette	WY	2100	AM-12, BI-3, GE-5, GE-9, PN-2, SA-6, SO-18, SO-27
Maas	Ms.		Belle Fourche	SD	2023	BI-4, NO-5
Maher	Dan		Elgin	ND	2049	SA-5, SO-12
Mastrangelo	Phil	U.S. Department of Agriculture Wildlife Services Program	Bismarck	ND	2061	SA-7, SO-15
McDowell	Don		Broadus	MT	2070	GE-5
McFarland	Liz		Billings	MT	2121	BI-2, DO-1, GE-2, GE-10, LU-9, PN-2, PN-3, SA-1, SA-5, SA-26, SO-1
McLaughlin	Jeff		Fort Yates	ND	2058	GE-2, NA-7, NA-8
McNaney	Dave		Colstrip	MT	2104	PN-4, SA-7
Megggers	Roger	Baker Municipal Airport	Baker	MT	2072	AM-4, AM-12, AM-17, GE-2, GE-9, GE-10, NP-5, NP-8, PN-5, SA-1, SA-7, SA-16, SA-21, SO-7, SO-10, SO-17, SO-25

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Meggers	Darin		Baker	MT	2073	AM-3, SA-7, SA-9, SA-19, SO-5, SO-6, SO-7, SO-10, SO-26
Mirehouse	James	Ellsworth Task Force	Rapid City	SD	2003	GE-1, PN-1
Nash	Dennis		Bison	SD	2037	AM-9
Nelson	Merrill	USDA Wildlife Services	Rapid City	SD	2001	SA-1
Nelson	Larry		Buffalo	SD	2026	BI-3, BI-5, CM-1, SA-12, SA-13, SO-15,
Newpower	Scott		Billings	MT	2118	AM-6, AM-21
Nieme	David		Buffalo	SD	2027	SO-16
Olson	Allen		Rapid City	SD	2009	AM-2, CU-1, GE-4, GE-6, NO-4, SA-5, SA-6
Parnell	Mike		Hardin	MT	2108	CM-3, GE-2, LU-2, NP-3, SO-1, SO-7, SO-9
Patterson	John		Billings	MT	2115	AM-12, SA-9
Petik	Jerry		Bison	SD	2034	AM-3, AM-12, GE-9, PN-3
Pittman	Darrel	EAA, NOPA, CAP	Bismarck	ND	2060	AM-5, AM-12,
Ranum	Deb	Fallon County Commission	Baker	MT	2082	GE-2, SA-14, SO-1, SO-9
Raper	Bob		Miles City (aft)	MT	2087	AM-12, AM-19, GE-1

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Rebenitsch	Ron	Basin Electric Power Cooperative	Bismarck	ND	2064	NP-6, SO-17
Reichert	Ross		Bison	SD	2030	LU-2, NO-5, SO-15
Reinhold	Larry		Rapid City	SD	2013	LU-1, LU-2, SA-9, SO-1
Reyna	Petra		Fort Yates	ND	2057	BI-6, CU-2, NP-5, NA-7, SA-14, SO-18
Reynolds	Sidney B., Capt (ret. Army)		Miles City (aft)	MT	2088	GE-9
Richardson	Lee	Montana Pilots Association	Miles City (eve)	MT	2090	GE-2, SO-10
Rieger	Donald	Fallon County Commission	Baker	MT	2074	BI-3, GE-5, LU-8, NP-4, SA-5, SA-19, SA-23, SO-10, SO-17
Rusley	J. Robert		Baker	MT	2078	SO-1, SO-11, SO-13, SO-16
Russell	Scott	Crow Nation	Crow Agency	MT	2142	CU-4, GE-9
Schaaf	Rodney		Bowman	ND	2043	AM-3, DO-4, NP-2, SO-5
Schlosser	Demarest		Broadus	MT	2067	GE-3, LU-2, NO-5
Schwietert	David, Dr.		Rapid City	SD	2007	AM-1, AM-3, SA-2, SA-3, SA-4, SO-7
Sikorski	Wade		Baker	MT	2079	BI-4, SA-9, SO-17
Simmers	Bob	Bismarck Aero Center, Bismarck Airport	Bismarck	ND	2059	AM-12, AM-16, SA-1, SA-18, SO-2, SO-5, SO-10, SO-17, SO-22, SO-30

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Smith	John		Broadus	MT	2068	AM-3, GE-9, NP-3, SA-7
Snyder	Val		Sheridan	WY	2101	NO-9, NP-9, PN-2, SA-14, SA-27, SA-28, SO-1, SO-6, SO-14, SO-17
Soulek	Paul	South Dakota Aviation Association	Belle Fourche	SD	2019	SA-7
Stewart	Dan	Grant County Commission	Elgin	ND	2048	GE-9, LU-1, LU-3, PN-2, SO-12, SO-13
Stoltz	Frank		Miles City (aft)	MT	2084	SA-1, SA-24, SA-26, SA-27
Taken Alive	Jesse	Standing Rock Tribal Government	Fort Yates	ND	2053	CM-3, CU-2, GE-2, NA-1, NA-3, NA-4, NA-5, NA-6, NA-8
Thompson	Frank		Eagle Butte	ND	2137	NA-9
Tronstad	John		Baker	MT	2080	GE-2, LU-2, SA-1, SA-22, SO-1, SO-18
Tunby	Randy		Baker	MT	2081	AM-1, AM-12, SA-7, SO-15, SO-16
Twedt	Dennis	Baker Municipal Airport	Baker	MT	2075	AM-14, NP-9, PN-5, SA-7
Unhoch	Bill		Sheridan	WY	2102	PN-2, PN-5, SO-1, SO-24
Uses the Knife, Jr.	Raymond		Eagle Butte	ND	2136	GE-1, GE-9
Vance	Steve	Cheyenne River Sioux Tribe	Eagle Butte	ND	2143	LU-9, NA-5, NA-7
Vig	Dwayne C.		Bison	SD	2029	GE-5, SA-5, SO-1

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Von Flatern	Michael		Gillette	WY	2096	AM-1, AM-5, SA-7, SA-25, SO-6, SO-7
Waddell	Holly		Bison	SD	2035	LU-2, LU-3, SA-5, SA-7, SA-14, SO-17
Walters	Bob	Cheyenne River Sioux Tribal Council	Eagle Butte	ND	2132	DO-7, GE-2, LU-3, NA-4, NA-9, NP-2
Wegher	Linda		Gillette	WY	2099	BI-4, LU-1, SA-5, SA-14, SO-10
Weishaar	Shawn		Elgin	ND	2045	CM-2, GE-9, LU-2, LU-4, NO-10, SO-1, SO-2, SO-17, SO-19, SO-20, SO-21, SO-22
Weishaar	Ben		Elgin	ND	2051	AM-1, SA-10
White Bull	Merrie Miller	Cheyenne River Sioux Tribal Council	Eagle Butte	ND	2128	EJ-2, GE-2, PN-2
Widow	Edward		Eagle Butte	ND	2134	AM-30, GE-9, PN-2,
Young	Phyllis		Fort Yates	ND	2054	GE-2, GE-7, NA-4, NA-7

1.4.3 ALPHABETICAL DIRECTORY FOR AGENCY/ORGANIZATION LETTERS

Agency Comments						
Agency	Last Name	First Name	City	State	Letter #	Comment Codes Applied
Adams County	Nelson	Howard	Hettinger	ND	3011	GE-2, LU-2, SA-9
Air Dakota Flite Inc.	Lindquist	Charles Q.	Hettinger	ND	3004	GE-2, SA-7, SA-8, SO-2, SO-5, SO-6, SO-17, SO-26
Aircraft Owners and Pilots Association	Kramer	Thomas E.	Frederick	MD	3052	AM-5, AM-6, AM-12, AM-26, GE-2, GE-11, PN-5, SA-5, SA-7, SA-16, SA-26, SO-5, SO-7, SO-8, SO-10, SO-26
Alaska Airlines	Beck	Gary	Seattle	WA	3050	GE-2, GE-11, SA-3, SO-7, SO-8
Allegiant Air	Hanson	E. Keith	Las Vegas	NV	3005	GE-2, SA-1, SA-7, SO-7, SO-8, SO-10
American Airlines	Osborne	Jeffrey B.	DFW Airport	TX	3078	GE-2, GE-14, SO-7, SO-22
Aviation Organizations of Montana	Cebulski	Wade	Seeley Lake	MT	3051	GE-2, SA-7, SO-7, SO-22
Baker Municipal Airport Commission	Meggers	Roger	Baker	MT	3012	AM-3, AM-4, AM-21, BI-3, GE-2, NP-1, NP-9, PN-2, PN-5, PR-1, SA-7, SA-10, SO-1, SO-5, SO-10, SO-22, SO-26
Basin Electric Power Cooperative	Adams	Fred E.	Bismarck	ND	3025	AM-1, AM-3, AM-5, AM-12, GE-2, NP-8, PN-7, SA-5, SA-7, SO-7, SO-22
Basin Electric Power Cooperative	Rebenitsch	Ron	Bismarck	ND	3047	NP-6
Basin Electric Power Cooperative	Harper	Ronald R.	Bismarck	ND	3053	AM-3, AM-5, GE-11

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Big Horn River Alliance	Harris	Hale	Fort Smith	MT	3080	AM-4, AM-20, BI-4, GE-2, LU-1, LU-2, NO-4, PN-2, PN-4, PN-5, SO-1, SO-9, SO-10
Bismarck Aero Center	Simmers	Bob	Bismarck	ND	3026	AM-12, AM-16, AM-31, LU-4, SA-15, SA-18, SA-19, SO-5, SO-7, SO-8, SO-9
Bismarck Airport	Haug	Gregory B.	Bismarck	ND	3054	AM-3, AM-5, AM-12, GE-2, SA-1, SA-3, SA-7, SO-5, SO-6, SO-7, SO-8, SO-10, SO-11, SO-17
Bowman County Auditor	Tivis	Sandra K.	Bowman	ND	3001	DO-4, SO-6, SO-10
Bowman County Commissioners	Bowman	Bill	Bowman	ND	3001	DO-4, SO-6, SO-10
Bowman County Commissioners	Braaten	Rick	Bowman	ND	3001	DO-4, SO-6, SO-10
Bowman County Commissioners	Steiner	Kenneth	Bowman	ND	3001	DO-4, SO-6, SO-10
Bowman County Commissioners	Abrahamson	Pine	Bowman	ND	3001	DO-4, SO-6, SO-10
Bowman County Commissioners	Brackel	Lynn	Bowman	ND	3001	DO-4, SO-6, SO-10
Bowman County Development Corporation	Alderson	Ashley	Bowman	ND	3044	AM-5, LU-2, NP-3, SA-16, SO-17
Bowman North Dakota Airport Board			Bowman	ND	3057	DO-4, DO-5, SO-10
BP Wind Energy	Folks	Larry	Houston	TX	3007	GE-11, SO-17

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Bureau of Land Management, Miles City Field Office	Raper	M. Elaine	Miles City	MT	3056	AM-3, AM-12, AM-27, AM-33, CM-2, DO-2, GE-2, GE-11, NP-10, PN-2, SA-1, SA-4, SA-5, SA-19, SA-27
Bureau of Land Management, Wyoming High Plains District	Connolly	Stephanie	Casper	WY	3055	AM-12, GE-1, SA-5
Carter County Board of Commissioners	Courtney	Jim	Ekalaka	MT	3009	AM-3, GE-1, LU-7
Carter County Board of Commissioners	Loehding	Bill	Ekalaka	MT	3009	AM-3, GE-1, LU-7
Carter County Board of Commissioners	Rosencranz	Steve	Ekalaka	MT	3009	AM-3, GE-1, LU-7
Carter County Sheriff	Jardee	Rusty	Ekalaka	MT	3046	GE-9
City of Lemmon	Pinnow	Neal	Lemmon	SD	3014	EJ-2, GE-7, PN-2, SA-5, SO-1, SO-8, SO-17
City of Minot	Zimbelman	Curt	Minot	ND	3015	GE-1, GE-9
City Service Valcon	Burlison	Breezy	Kalispell	MT	3058	AM-11, AM-26, SA-7, SO-5
Crook County Land Use Planning & Zoning Commission	Whalen	Jeanne	Sundance	WY	3008	GE-11, NO-10, SA-5, SA-19, SO-6, SO-17, SO-22
Dakota Rural Action	James	Frank	Brookings	SD	3002	BI-5, PN-4, SA-5, SO-2, SO-12, SO-13

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Dakota Rural Action	Waddell	Holly	Brookings	SD	3048	LU-1, NO-5, NP-3, NP-10, SA-5, SA-14, SA-16, SO-1, SO-7, SO-17
Delta Airlines	Cass	Lorne	Atlanta	GA	3059	AM-12, GE-2, PN-5, SO-7
Dickinson Theodore Roosevelt Regional Airport	Remyne	Matthew	Dickinson	ND	3036	GE-2, SO-5, SO-8, SO-10, SO-22
Eagle Aviation	Jilek	Ray A.	Spearfish	SD	3061	AM-3, AM-4, AM-6, AM-11, AM-21, AM-26, SA-7, SA-11, SO-5, SO-7, SO-10, SO-22
Ellsworth Task Force	Lien	Chris	Rapid City	SD	3013	GE-1, GE-9, GE-11
Essential Air Service Task Force	Rabenberg	John	Fort Peck	MT	3063	AM-6, GE-2, SO-5, SO-6, SO-7
Executive Air Taxi Corporation	Vetter	Paul	Bismarck	ND	3020	GE-2, SA-19, SO-5, SO-8, SO-10
Fallon County Commission	Randash	William	Baker	MT	3010	BI-4, GE-2, LU-2, SA-7, SO-7, SO-17
Fallon County Commission	Ranum	Deb	Baker	MT	3010	BI-4, GE-2, LU-2, SA-7, SO-7, SO-17
Fallon County Commission	Rieger	Donald	Baker	MT	3010	BI-4, GE-2, LU-2, SA-7, SO-7, SO-17
Fallon County Commission	Randash	William L.	Baker	MT	3045	PN-1, SO-10
Grant County JDA	Dart	Luann	Elgin	ND	3049	AM-1, AM-27, SA-19, SA-24, SO-17
Harding County	Glines	Kathy	Buffalo	SD	3021	AM-4, AM-12, PN-4

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International Association of Natural Resource Pilots	Faught	Jeff	Bismarck	ND	3022	GE-2, SA-7, SO-8
Lantis Enterprises, Inc.	Lantis	Travis	Spearfish	SD	3064	AM-3, AM-26, NO-5, NO-11, SA-5, SA-7, SA-26, SO-7, SO-8, SO-9, SO-10, SO-12, SO-13, SO-22
Lawrence County Commissioners	Douglas	Connie H.	Deadwood	SD	3023	AM-3, AM-4, AM-6, AM-7, AM-21, SA-7, SO-9, SO-10, SO-22
Minot Area Chamber of Commerce	Kramer	Brekka	Minot	ND	3016	GE-1, NO-10, PN-2
Minot Area Chamber of Commerce	MacMartin	L. John	Minot	ND	3016	GE-1, NO-10, PN-2
Minot Area Chamber of Commerce	Carlson	Bruce	Minot	ND	3017	GE-1, NO-10, PN-2
Montana Airport Managers Association	Ploehn	Kevin		MT	3065	AM-3, GE-3, SA-9, SO-7, SO-9, SO-24
Montana Department of Transportation	Lynch	Jim	Helena	MT	3028	AM-3, AM-4, AM-5, PN-2, PN-5, SA-7, SO-7
Montana Department of Transportation	Alke	Debbie	Helena	MT	3066	NP-5
Montana Historical Society	Warhank	Josef J.	Helena	MT	3031	CU-2
Montana Pilot's Association, Inc.	Cebulski	Wade	Helena	MT	3067	GE-2
Mott Airport Authority	Kelsch	Rex J.	Mott	ND	3027	GE-1
National Business Aviation Association, Inc.	Lamond, Jr.	Robert G.	Washington	DC	3024	AM-3, GE-9, PN-3, SO-22

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North Dakota Aeronautics Commission			Bismarck	ND	3043	AM-5, DO-4, DO-5, GE-8, NA-2, SA-15, SA-18, SO-1, SO-5, SO-7, SO-9, SO-13, SO-15, SO-26, SO-28
North Dakota Atmospheric Resource Board	Langerud	Darin	Bismarck	ND	3006	AM-13, GE-11, SA-16, SO-28
North Dakota Business Aviation Association	Simmers	Jonathan P.	Bismarck	ND	3068	SA-19, SO-5, SO-8
North Dakota Farm Bureau	Aasmundstad	Eric	Fargo	ND	3035	BI-4, EJ-2, GE-2, SA-5, SO-13
North Dakota Game and Fish Department	Faught	Jeff	Bismarck	ND	3042	GE-2, SA-8
North Dakota Stockmen's Association	Schmidt	Jason	Bismarck	ND	3041	BI-4, CM-2, LU-2, SA-5, SA-7, SO-13
Northern Cheyenne Tribe Administration	Spang	Leroy A.	Lame Deer	MT	3079	AQ-5, AQ-6, AQ-7, BI-4, EJ-2, GE-2, LU-5, LU-9, NA-4, NA-10, NO-5, NO-9, SA-1, SA-5, SA-6, SO-6, SO-10
Powder River Board of County Commissioners	McDowell	Don	Broadus	MT	3070	AM-3, GE-5, SA-19, SO-2, SO-9, SO-12, SO-15, SO-17
Powder River Board of County Commissioners	Thompson	Les	Broadus	MT	3070	AM-3, GE-5, SA-19, SO-2, SO-9, SO-12, SO-15, SO-17
Powder River Board of County Commissioners	Traub	Ray	Broadus	MT	3070	AM-3, GE-5, SA-19, SO-2, SO-9, SO-12, SO-15, SO-17
PPL Montana	Neumiller	William L.	Billings	MT	3040	AM-12

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Recreational Aviation Foundation	McKenna, Jr.	John	Bozeman	MT	3003	AM-3, PN-2, SA-7, SA-9, SO-10
South Dakota Public Utilities Commission	Hanson	Gary	Pierre	SD	3030	GE-9, SO-17
South Dakota Public Utilities Commission	Johnson	Dustin	Pierre	SD	3030	GE-9, SO-17
South Dakota Public Utilities Commission	Kolbeck	Steve	Pierre	SD	3030	GE-9, SO-17
South Dakota Stock Growers Association	Nachtigall	Margaret	Rapid City	SD	3039	AM-12, BI-3, GE-2, LU-1, PN-4, SA-5, SA-7, SO-2, SO-15
South Dakota Wind Energy Association	Wegman	Steve	Pierre	SD	3029	SO-17
Standing Rock Sioux Tribe	Murphy	Charles W.	Fort Yates	ND	3071	BI-4, GE-9, NA-4, NA-5, NA-6, NA-12, PN-4, PN-5, SA-5
Standing Rock Sioux Tribe	Murphy	Charles W.	Fort Yates	ND	3072	NP-5
State Historical Society of North Dakota	Paaverud, Jr.	Merlan E.	Bismarck	ND	3069	CU-2, LU-2, NO-2
State of South Dakota	Rounds	M. Michael	Pierre	SD	3019	GE-1
State of South Dakota	Rounds	M. Michael	Pierre	SD	3034	GE-1
Sundown Ranches Home Owners Association	Evans	Scott	Upton	WY	3038	GE-1

<i>Agency Comments</i>						
<i>Agency</i>	<i>Last Name</i>	<i>First Name</i>	<i>City</i>	<i>State</i>	<i>Letter #</i>	<i>Comment Codes Applied</i>
True Drilling Company	Bergslien	Wade	Casper	WY	3033	AM-1, GE-2, SO-7, SO-17, SO-22
True Drilling Company	Campbell	John	Casper	WY	3073	AM-12, NP-7, SA-3, SO-7, SO-14
True Drilling Company	Bergslien	Wade	Casper	WY	3081	AM-6, SO-6, SO-7
U.S. Congress	Lummis	Cynthia M.	Cheyenne	WY	3032	GE-12
U.S. Department of the Interior, Office of Environmental Policy and Compliance	Stewart	Robert F.	Denver	CO	3060	AM-24, BI-4, BI-6, BI-8, BI-9, CM-2, CU-2, DO-2, DO-5, GE-2, GE-11, GE-15, LU-2, LU-9, NA-4, NO-2, NO-4, SA-5, SA-13
U.S. Environmental Protection Agency, Region 8	Svoboda	Larry	Denver	CO	3062	DO-6, GE-16, PN-7, SA-5
United Airlines	Stull	Timothy L.	Elk Grove	IL	3037	AM-21, AQ-4, GE-11, GE-14, SO-7, SO-22
University of North Dakota Aerospace	Taylor	Benjamin	Grand Forks	ND	3077	AM-6, AM-21, PN-3
USDA, Forest Service, Custer National Forest	Erickson	Mary C.	Billings	MT	3074	AM-1, AM-12, AM-32, BI-9, CU-2, LU-5, NO-2, SA-5, SA-13, SA-19, SO-6
Verendrye Electric Cooperative	Hauck	Randy	Velva	ND	3018	GE-1, PN-2
Weather Modification Incorporated	Ahlness	Hans	Fargo	ND	3075	AM-13, SA-1, SA-3, SA-15, SA-19, SO-28
Wyoming State Historic Preservation Office	Laughlin	John P.	Cheyenne	WY	3076	NP-10

1.5 INDIVIDUAL LETTERS

Scanned copies of individual letters, bracketed for comment responses are provided in this section.

1001

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews St, Room 337
Langley AFB, VA 23665-2769

Ms. Linda DeVine,

January 10, 2011.

I would like to comment on the Powder River Training Complex initiative.

I own property in Perkins County, South Dakota.

Description: **Township 15 North, Range 11 East
Section 9; SW ¼ Black Hills Meridian.**

The Air Force should *further* consider the ranchers who live at the *corridors* to *Gap C* and *Gap B*. Assuredly, they will endure loss of income, through loss of livestock and countless other problems, which they have already presented to your committee.

SO-13

It appears where *Gap C* and *Gap B* intersect. With *Gap C* to the *South* and *Gap B* to the *South East* would be a area of added problems to the area ranchers. Including those with in a 25 mile circular radius from where *Gap C* & *Gap B* corridors actually intersect.

The Air Force should have a *simple & fast* policy of reimbursement for proven losses to cash strapped ranchers, resulting from any mishap due to the newly proposed activity.

SO-12

I feel this entire area will incur property value decline. There is so much land for sale to ranchers, retirees and hobby ranchers, I am sure they would look elsewhere to where Air Force Corridors do not exist. Those forced to sell, would have to take a lower value should The Powder River initiative take effect.

SO-1

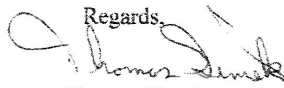
Hopefully, you can reengage dialogue on these points.


Would you please tell me who to contact in the Air Force about the possible leasing of our property for any purpose needed by the Air Force. (Example) Microwave Towers, Data Collection or ?. I believe we have a excellent location for Air Force needs that arise from the Gap C & B ingress corridors. There are no buildings on the property and is a accessible and secure (Prime Location).

CM-2

I would also like to request a hard copy of the Powder River Training Complex report.

Regards,


Thomas Simek

Thomas Simek


1002

1-17-2011

Linda DeVine:

I would like to voice opposition to a larger Powder River Training area. [GE-2]

I believe cattle and especially horses will never get used to the noise pollution. Ranchers work to keep their livestock calm and to provide a quality product for consumers. Sudden loud noises can make animals flighty putting their caretakers in harms way. Cattle won't gain as well and horses can easily hurt a rider. [BI-4 SA-9]

The Air Force seems to be doing very well with the training area they have. I feel it should be left as is. [PN-2]

Sincerely,

Barbara Dedic

**Final
November 2014**

1003

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 12/29/2010

PLEASE PRINT

Please do not expand the training area -] GE-2
especially into Montana. Montana already has too] PN-2
much disruption from military flights around]
the Great Falls area. It does not make sense to subject] NO-5
eastern Montana to more excessive noise and falling garbage like] SA-27
chaff from training exercises, especially when Ellsworth] SO-25
has been listed for closure.

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<i>D.L. Blank</i>
ORGANIZATION:	<i>self</i>
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: ☐ CD (electronic format)
☐ hard copy format

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Please hand this form in at a public scoping meeting or mail before November 13, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PP
129 Andrews Street, Room 337
Langley AFB VA 23065-7769

Oct. 28, 2010 1004

To Whom It May Concern,

I am writing this letter to protest increasing the
Powder River MOA.

GE-2

I am an airplane owner and pilot at the Bowman, N.D.
airport. Occasionally I have friends ask me to give them
airplane rides. I don't think I should have to call FSS
to see if the area is active before every local flight of
half an hour or so.

AM-12

At the first meeting you had at Bowman, N.D. it
was mentioned that it would be so much more
economical if your bombers didn't have to fly all the way
to Nevada to practice. The government has never tried
to save money in the past; so what makes you think
they would start now? Anyway, we the taxpayers are
paying all of the Air Force bills.

PN-2

SO-14

I know we need the Air Force, and I am proud of
them.

GE-9

It bothers me though that they don't mind stepping
on whoever they want to, to get what they want.

It seems to me that the Air Force, FAA, and the
airlines and others are trying to get rid of general aviation.

GE-5

Sincerely yours,

Harold Eugene Brooks

1005

November 9, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Ms. DeVine;

I am opposed to the proposed Powder River Training complex.

] GE-2

My concern is for the local pilots, the ranchers who fly to check on their livestock, the crop sprayers, predator control pilots, charter flights and Great Lakes Airlines. They all play an important part in our economy. Our local pilots would be endangered by the wake of those big aircraft. It is important that ranchers can check on their stock from the air as some of the terrain is difficult and time consuming to check any other way. Ranching is very important to the economy of our part of the state. Pilots, who fly for predator control, are important to the ranching industry. The crop sprayers are important to our farmers. Farming also plays a big part in the economy of our area. Charter flights and Great Lakes Airlines play a big role in transporting people who are involved with the oil and mineral exploration that is going on in our part of the state. This exploration is important not only to our state, but also to our whole country. It plays a role in helping make our country less dependent on foreign oil.

] SA-7
] SO-11
] SO-15
] SO-2
] SO-7
] SO-17

My concern is for lives of our local small aircraft pilots and the effect of proposed Powder River Training complex would have on our economy.

] SO-7

Thank you for considering my concerns.

Sincerely,


Anna LaBree



1006


November 12, 2010

Anne Whitman Ongstad

[REDACTED]
[REDACTED]
[REDACTED]

I have been a pilot since I was 17. I am firmly opposed to the expansion of the Powder River MOA. It will be a real detriment to aviation in North Dakota. I don't want to knock a bomber out of the air in my back pasture.!!!

GE-2
SD-8/SD-10
SA-1

ANNE ONGSTAD

1007

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 10-12-2010

PLEASE PRINT

Broadus, Montana hearing:

I would like to start by thanking all of the service men and women who protect and serve. Thank you.

My only concern is that when flying your training missions is that you don't fly over our home or our corrals. There are many old abandoned ranch houses and out buildings that you can use for simulation rather than where we live and work. For an example on Oct 4, 2010 at 10:30 A.M. Mountain Standard time a fighter or B1 flew

No-10

AM-15

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>Tracy Fruit</u>
ORGANIZATION:	<u>[REDACTED]</u>
ADDRESS:	<u>[REDACTED]</u>
CITY/STATE/ZIP:	<u>[REDACTED]</u>

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☒ hard copy format

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Please hand this form in at a public hearing or mail before November 13, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

RECA 11/10

1007

directly over my shop while my father + I was working. It was so low that we could almost see the rivets in the planes body. Not to mention the noise was deafening. Our dogs ran for safety in the shop.

In 2008 I went to Miles City, MT to their meeting to express my concerns, which are: don't fly over our dwellings or corrals. And don't buzz us when we are moving our cattle.

The air force at that meeting had a Major Bowdeen conducting the meeting. When I voiced my concerns he said that it was just a fluke that we ~~may~~ get buzzed when moving our cattle, because they pre plan the flights 24 hrs in advance, and that they don't intentionally fly over us. Well I can attest to many times that the planes will fly by at some distance and go out of sight and circle around and buzz us. Thats not a pre-planned flight.

SA-17

I have also been riding young horses and been flown over and had them spook and or buck. And let me tell you if that happens to one of my family and they get hurt, you will here from me. It is uncalled for to fly over us when we are working. There are many other livestock in our area that don't have riders around them.

SA-9

We have had planes fly over our house at night as late as midnight. They don't need to do that our yard light is always on, they know it is a home.

I have also called public affairs about the night runs over our home and have been passed from one person to the next trying to discourage me from airing my complaint. After several minutes someone finally would listen and said they would take care of it. But just after hanging up the phone and going back to bed we got buzzed again. So again I called and they said they would take care of it. They did quit that night, but we felt like the more we complained the more they would fly over our home.

GE-8

All we ask is that you don't fly over our homes and corrals period. And when we move our cattle, respect us as we do you.

BI-4

Sincerely,

P.S. Major Bowdeen also said that he flies everytime w/ the trainees and that he wouldn't let them buzz us. I'd like to know how he can be in 2 planes at one time. I didn't question Major Bowdeen any more. He proved his arrogance.

Tracy Trinit

Bracket Butte Ranch
Craig and Wanda Pinnow

November 9, 2010

MS. Linda Devine

This letter is in regards to the air space you wish to take over. You say you will take over 35,200 square miles of our space. When asked why you are taking our space? The answer back was "**You are a non populated area and a non producing area.**" {Apparently we live out here and do nothing}. Was that really your answer? "How could anyone think that, just because we're not bumper to bumper with traffic?"

Here are some points to think about. If the Air Force have all of the air space controlled how will these jobs take place? (I would like a response to these)

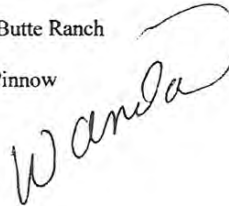
- | | |
|---|-------|
| 1. How will The Oil Company's and Natural Gas Companies check there pipelines? Planes fly daily checking for leaks. | SA-21 |
| 2. How will the crop dusters work? They fly when the wind does not blow. They would have to wait till the Air Force is done with practice runs. | SO-2 |
| 3. Those of us who have the state trapper fly for predator control; He will no longer be able to fly. | SO-15 |
| 4. Ranchers who check their cattle and sheep by flying over will have to go a different route. | SO-11 |
| 5. This one really worries me, before the Air Ambulance can come to our town they have to get cleared airspace from the Air Force. They say they will give it but how fast will that reply come back? | SA-19 |
| 6. The Local person who owns their own aircraft, when will they be able to fly? | AM-12 |
| 7. Yes they will leave chaff from their practice runs; no comment has been made as to taking care of the sheep producer if his wool is discounted for having chaff in it. | SO-16 |

These seven things do affect us and our operation on this Ranch. I believe that you need to rethink your routing.

I would much appreciate it you can take the time to answer my questions.

Bracket Butte Ranch

Wanda Pinnow



1009

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10-18-10

PLEASE PRINT

The current MOA training area is large enough. Airforce has been serving Afghanistan and Iraq with huge success. I am all for our military and troops but enough is enough with running all over the citizen/taxpayer. Keep the current training area in place. The proposed expansion will kill our local economy such as land values, livestock, fires, noise and the horseplay that the military performs during training. B-1 bombers flying under 500 ft. shining spotlights on those harvesting crops at night. Explain how the B-1 crash in 1997 in Carter county happened!!! A B-1 with 4 experienced crew that

PN-2

GE-5

SO-1

SO-9

SA-17

AM-14

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Chad Transtad
ORGANIZATION:	
ADDRESS:	
CITY/STATE:	

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☒ hard copy format

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Please hand this form in at a public hearing or mail before November 13, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

see 11/11/14

1009

caught a wing in the ground and crashed. What happened there with the 500 ft. rule. Growing up in and around an MAF I have been witness to several acts of horseplay and being bothered by military aircraft such as low inverted fly overs that I could near see the whites of the pilots eyeballs. Think a little people before you dump on your MAF expansion which sounds like you just picked the poorest area in the country to dump on like a nuclear waste site. We are tax paying citizens that have a say or do we. This is a huge act you are trying to perform or should I say pull the wool over the peoples eyes. Your presentation is vague with nothing but poor lip service. We the people need more clarification and answers than you are giving. You will basically put this area in a depression with this expansion, driving people & major business away. Open your eyes and get the picture The Big Picture!!! Put yourself in my shoes and think a little. Many jobs and business dollars at stake here, including myself. Thanks for your time and please consider someone other than the government. I oppose the expansion 100%.

AM-14
SA-17
EJ-2
NP-1
NP-9
SD-6
GE-2

1010

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10/18/010

PLEASE PRINT

We like the planes going over
take all the air space you need we need
the training to protect our country. Many
Thanks for training your men. I really
like see them fly over- They don't seem to
brother our livestock.

GE-1

BI-1

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Charles Carter Ranch
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

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distributing the Final EIS. I would like to receive
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Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Attention:

1011

Ms. Linda Devine

HQ ACC/A7PS

129 Andrews St. Room 337 — Langley AFB, Va

They will take over 35,200 square miles of our space. When asked why

you are taking our space? The answer back was "You are a non

populated area and a non producing area." {Apparently we live out

here and do nothing}. *We are a populated area, just not like back east + we feel we are as important as they*

Here are some points to think about. If they have all of our air space

PN-2

controlled by them.

1. How will The Oil Company's and Natural Gas Companies check there
pipelines? Planes fly daily checking for leaks.
2. How will the crop dusters work? They fly when the wind does not
blow. They would have to wait till the Air Force is done with
practice runs.
3. Those of us who have the state trapper fly for predator control, He
will no longer be able to fly.
4. Ranchers who check their cattle and sheep by flying over will have
to go a different route.
5. This one really worries me, before the Air Ambulance can come to
your town they have to get cleared airspace from the Air Force.
They say they will give it but how fast will that replay come back?
6. The Local person who owns their own aircraft, when will they be
able to fly?

SA-21

SO-2

SO-15

SO-11

SA-19

AM-12

Yes they will leave chaff from there practice runs, no comment has been
made as to taking care of the sheep producer if his wool is discounted for
having chaff in it.

*I am against having the training area
operating in this vicinity as it appears to be
more disadvantages to our needs and way of
life than there will be advantages. I am a cattle
rancher + handle cattle by horseback. In the past
I have experienced "come booms" that caused my
horse to nearly unseat me + the cattle I was sorting
miped up again.*

Charles Mekling

GE-2

LU-1

BI-4

[REDACTED]
[REDACTED]
Nov. 11, 2010

Ms. Linda DeVine HQ ACC/A7PS
129 Andrews St
Room 337
Langley AFB, VA 23665-2769

RE: Powder River MOA Proposed Expansion

To Whom It May Concern:

I have had an FBO "IN" the Powder River MOA for 20 years. I am a CFI with 22,000 hours in a single engine airplane. My observations and opinion is that the expansion of the current MOA wouldn't be all that bad if the Air Force would abide by their own rules.

] NP-7

I have seen military aircraft out of the MOA. I have had a fly-by by two military fighters while I was on pipeline patrol at 100 feet AGL. I had a "buzz-job" on my ranch strip 34 miles from the MOA. I have seen military aircraft within two miles of Broadus, MT.

For the above reasons, I object to the expansion of the Powder River MOA.

] GE-2

As far as Flight Service, I have done this many times and the answer is always the same: "The route is hot today from 600 hours to 1800 hours. If you ask for them to be more specific, they tell you they can't be more specific because of "National Security".

] AM-12

Sincerely,

William Glenn Wash
[REDACTED]

William Glenn Wash

***Final
November 2014***

1013

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

RE: Expansion of Powder River MOA

Dear Ms. DeVine,

I would like to comment on the expansion of the Powder River MOA. I recommend that the expansion of the Powder River MOA be less drastic. I would like the floor of the expansion to be at least 5,000 feet above ground level and no supersonic flight. My local economy relies heavily on livestock production. This low level flight may cause cattle to run through fences and stampede. This will be very detrimental to our area. The loud noises from aircraft will also be a very negative for our community's future.
Thank You.

DO-3

SO-13

Sincerely,

Barbara Lintz

cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

Final
November 2014

1014

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

RE: Expansion of Powder River MOA


Dear Ms. DeVine,

I would like to comment on the expansion of the Powder River MOA. I recommend that the expansion of the Powder River MOA be less drastic. I would like the floor of the expansion to be at least 5,000 feet above ground level and no supersonic flight. My local economy relies heavily on livestock production. This low level flight may cause cattle to run through fences and stampede. This will be very detrimental to our area. The loud noises from aircraft will also be a very negative for our community's future. Thank You.

DO-3

SO-13

Sincerely,

 11-8-10



cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

***Final
November 2014***

1015

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

RE: Expansion of Powder River MOA

Dear Ms. DeVine,

I would like to comment on the expansion of the Powder River MOA. I recommend that the expansion of the Powder River MOA be less drastic. I would like the floor of the expansion to be at least 5,000 feet above ground level and no supersonic flight. My local economy relies heavily on livestock production. This low level flight may cause cattle to run through fences and stampede. This will be very detrimental to our area. The loud noises from aircraft will also be a very negative for our community's future. Thank You.

DO-3

SO-13

Sincerely,

Sandra A. Schmid
Sandra A. Schmid

cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

RE: Expansion of Powder River MOA

Dear Ms. DeVine,

I would like to comment on the expansion of the Powder River MOA. I recommend that the expansion of the Powder River MOA be less drastic. I would like the floor of the expansion to be at least 5,000 feet above ground level and no supersonic flight. My local economy relies heavily on livestock production. This low level flight may cause cattle to run through fences and stampede. This will be very detrimental to our area. The loud noises from aircraft will also be a very negative for our community's future. Thank You.

Do-3

SO-13

Sincerely,

Legueta Edinger



cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

***Final
November 2014***

1017

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

RE: Expansion of Powder River MOA

Dear Ms. DeVine,

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DD-3
SO-13

Sincerely,



cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AIV-C2
Airspace Study 10-AGL-6NR

Linda DeVine
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129 Andrews St., Room 337
Langley AFB, VA 23665-2769

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DO-3

SO-13

Sincerely,

Roger H. Cannon



cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

***Final
November 2014***

1019

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

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Thank You.

DO-3

SO-13

Sincerely,

Mary Jane Harmon



cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

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SO-13

Sincerely,



cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

1021

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

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Dear Ms. DeVine,

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DO-3
SO-13

Sincerely,

Jamie K. Lese



cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AIV-C2
Airspace Study 10-AGL-6NR

**Final
November 2014**

1022

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

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Thank You.

DO-3

SO-13

Sincerely,

Charles Bender

11-9-10

cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

***Final
November 2014***

1023

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

RE: Expansion of Powder River MOA

Dear Ms. DeVine,

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DO-3

SO-13

Sincerely,

A. How Jenkins



9-10-10

cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

RE: Expansion of Powder River MOA

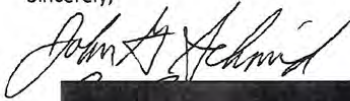
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Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

***Final
November 2014***

1025

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

RE: Expansion of Powder River MOA

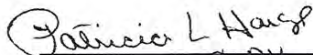
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DO-3

SO-13

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cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

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Airspace Study 10-AGL-6NR

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129 Andrews St., Room 337
Langley AFB, VA 23665-2769

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DO-3

SO-13

Sincerely,

Melodie Fuchs



cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

1027

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

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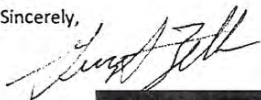
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DO-3

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Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

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Airspace Study 10-AGL-6NR

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129 Andrews St., Room 337
Langley AFB, VA 23665-2769

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Thank You.

DO-3

SO-13

Sincerely,

Steven Zenker



cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

***Final
November 2014***

1029

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

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DO-3

SO-13

Sincerely,

Brian Butts



cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

Linda DeVine
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129 Andrews St., Room 337
Langley AFB, VA 23665-2769

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DO-3

SO-13

Sincerely,

Shirley Berk

cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

***Final
November 2014***

1031

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

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DO-3

SO-13

Sincerely,

Brett Zoley

cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

Final
November 2014

1032

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

RE: Expansion of Powder River MOA

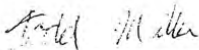
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Thank You.

DO-3

SO-13

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Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

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Airspace Study 10-AGL-6NR

***Final
November 2014***

1033

Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

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DO-3

SO-13

Sincerely,



cc: Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Att. Manager, Operations Support Group, ATO Central Service Center AJV-C2
Airspace Study 10-AGL-6NR

Dear Sir or Madam,

I object to the expansion of restricted airspace in the Powder River area. Substantial restricted areas already in place currently impede East West access to air traffic. On a flights to Las Vegas and Lake Havasu City from the West Coast, I have many times had to detour around 2515 and/or squeeze through the gap between that and 2501N. In fairness to those controlling agencies, they will permit transition of 2515 on Sunday's, although prior to 9/11 it was allowed Monday through Sunday unless it was hot. On a not so long ago flight to Saint George, Utah, I was required to detour around 4808N, 4807 A and B as well as 4806W although the controller admitted it was not hot at that time. It might be deemed more acceptable if the controlling agencies allowed transitions through these areas when they are not hot. The real problem as I see it, is one of attitude. We, in the civilian population regard the airspace as ours, on loan for use to the military, whereas the military regards the airspace belonging to them and is to be kept free of non-military users. The total amount of airspace denied to citizen use is unsupportable given we are not at war. The commanders of the controlling agencies should be required to make the airspace available to civil use when not actually conducting exercises.

GE-2
PN-2

AM-12
PN-3
AM-1

Charles Parker
[REDACTED]
[REDACTED]
[REDACTED]

P.S.

Linda Devine? Come on, you zoomies are pulling our chains, right?

1035

[REDACTED]
[REDACTED]
January 3, 2011

Linda DeVine, HQ ACC/A7PS
129 Andrews St. Suite 337
Langley AFB, VA 23665-2769

Dear Ms. DeVine:

I oppose expanding the space by four times that Ellsworth Air Force planes can fly over for training purposes.

GE-2

My 8,000 acre ranch has lots of cross fences to keep the cattle where they can do the best. Airplanes flying fast and low would panic cattle and they'd stampede through fences injuring themselves and creating chaos.

SO-13

Cattle and sheep ranching are important to the economy of South Dakota and they help to feed the nation. The proposed training complex would undermine the rural economy and threaten a way of life for ranch families and the social fabric of the area.

LU-3

We respect and honor those who serve in the military. Please explore less destructive ways to provide training.

Sincerely,

David Richards

David A. Richards

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 11-12-10

PLEASE PRINT

We strongly object to being in the flight path of planes in training maneuvers. We were in this path previously, and it caused numerous problems for our ranching operation. When we reported the problems, response was very poor.

GE-2
GE-8

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Dean & Lila Ellison
ORGANIZATION:	Farmer / rancher
ADDRESS:	
CITY/STATE/ZIP:	

Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: ☐ CD (electronic format) ☐ hard copy format

No, please do not include me in the mailing list for distributing the Final EIS. I do not wish to receive an EIS or further information.

PLEASE NOTE: This Draft EIS is provided for public comment in accordance with the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) NEPA Regulations (40 CFR §§1500-1508), and 32 CFR §989, Environmental Impact Analysis Process (EIAP).

The EIAP provides an opportunity for public input on Air Force decision-making, allows the public to offer inputs on alternative ways for the Air Force to accomplish what it is proposing, and solicits comments on the Air Force's analysis of environmental effects.

When making an oral comment, please clearly state your name and the name of the organization, if any, which you are representing before you begin your comments. Please do not provide any other personal information, such as your home address and phone number when making an oral comment. Your oral comments will be used to develop a transcript and permanent record of this meeting. This transcript will be published in the FEIS. If you would like a copy of the Final EIS or other associated documents, you may state that on a written comment card or add your name and address to the mailing list.

Providing personal information is voluntary. If you choose to not provide personal identifying information, your comments will be given the same weight and consideration as any other comments submitted. Private addresses provided will be compiled to develop the mailing list for those requesting copies of the Final EIS. Only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EIS.

Please hand this form in at a public hearing or mail before November 13, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1037

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: NOV. 11, 2010

PLEASE PRINT

TO WHOM IT MAY CONCERN:

MY NAME IS DELBERT DINTEL, I LIVE AT COLSTRIP, MT.,
WHERE WITH MY WIFE WE OWN A HOME AND HANGAR. I BASE
MY CESSNA AIRCRAFT AT THE COLSTRIP, MT. AIRPORT. I AM A
RETIRED HEAVY EQUIPMENT OPERATOR AND OWN RANCH LAND
IN SOUTH WEST CARTER CO. MONTANA. I FLY VFR BETWEEN
MY HOME AT COLSTRIP AND THE RANCH WHICH IS 5 MILES NORTH
OF RIDGE MT. I GREW UP ON THE ADJOINING W-BUTTE RANCH
WHICH I OWN A 10% INTEREST IN.

I AM WRITING THIS ON VETERANS DAY. AND I AM PROUD
OF THE MILITARY SERVICE THAT MY FAMILY HAS GIVEN THIS

**** CONTINUE ON BACK FOR MORE SPACE ****

OVER →

NAME:	<u>DELBERT DINTEL</u>
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

- ☒ Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: CD (electronic format)
hard copy format
- ☐ No, please do not include me in the mailing list for distributing the Final EIS. I do not wish to receive an EIS or further information.

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Please hand this form in at a public hearing or mail before November 15, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

PAGE 1

1037

COUNTRY, AND AM THANKFUL FOR ALL OF SACRIFICES THAT OUR SERVICEMEN & WOMEN HAVE GIVEN ALL OF US. I AM HERE BECAUSE AN ARMY AIRFORCE PILOT DROPPED A HYDROGEN BOMB ON HIROSHIMA. MY FATHER WAS IN THE INFANTRY ON THE ISLAND OF OKINOWA TRAINING FOR THE INVASION OF THE JAPANESE MAINLAND WHEN THE BOMB WAS DROPPED. THERE WAS A GOOD CHANCE THAT HE WOULD NOT HAS SURVIVED THAT INVASION. I WAS BORN 7 YEARS LATER.

THE AIR FORCE NEEDS TO TRAIN. THEY ALREADY HAVE LARGE M.O.A.'S TO TRAIN IN IN UTAH AND NEVADA. OR THE AIR FORCE COULD PUT ALL OF THE M.O.A IN NORTH AND SOUTH DAKOTA.

PN-2

THE RAPID CITY JOURNAL NEWSPAPER EDITORIAL BOARD ARTICLE WRITTEN JULY 30TH 2010 SAYS "ELLSWORTH AIR FORCE BASE EMPLOY'S ABOUT 5,000 PEOPLE AND GENERATES \$10 MILLION IN SALES TAXES FOR THE LOCAL COMMUNITY. CLOSING IT WOULD ADVERSELY IMPACT THE STATE TO THE TUNE OF \$324 MILLION PER YEAR. THERE IS PROBABLY A SIMILAR AMOUNT GENERATED FOR THE AIR FORCE BASE AT MINOT, NORTH DAKOTA.

THE IMPACT THAT I MOST FEAR IS BEING HIT AT 550 M.P.H. BY A B1 BOMBER WITH MY FAMILY ON BOARD OUR CESSNA. "SEE AND AVOID" DOESN'T WORK AT SPEEDS OF 550 M.P.H.

SA-7

HAVING AN M.O.A. OVER RANCH LAND WILL HAVE A NEGATIVE IMPACT ON THE RESALE VALUE OF THAT LAND.

SO-1

HAVING AN M.O.A. OVER RANCH LAND WILL HAVE A NEGATIVE EFFECT ON ANY HUNTING, OUTFITTING, RANCH TOURISM BUSINESS, OR AVIATION BUSINESS THAT I MAY WANT TO START ON THAT LAND.

SO-9

EVEN GETTING ANY REST WILL BE IMPOSSIBLE DURING THE THE 4 TIMES PER YEAR THAT THE AIRFORCE WILL BE CONDUCTING THEIR "LARGE FORCE EXERCISES."

NO-5

THE MONEY THAT I HAVE INVESTED IN MY AIRCRAFT AND HANGER WILL BE NEGATIVELY EFFECTED. THE RESALE VALUE OF MY HANGER AND HOME WILL GO DOWN BECAUSE VERY FEW AIRCRAFT OWNERS WILL WANT TO BASE THEIR AIRCRAFT UNDER A M.O.A.

SO-1

PEACE, QUIET AND WIDE OPEN SKYS DO HAVE A VALUE. AND THAT WILL BE GONE AFTER THE M.O.A. IS IN EFFECT. THAT IS A NEGATIVE EFFECT.

LU-2

PAGE 2

1037

FLYING COMMERCIAL OR HAVING ANYTHING
SHIPPED AIR FREIGHT WILL COST MORE AFTER THE
M.O.A. IS IN EFFECT. THAT WILL BE A NEGATIVE
EFFECT. I.F.R. TRAFFIC WILL HAVE DELAYS OR
WILL HAVE TO DIVERT AROUND THE THE M.O.A.

SD-7

SD-8

AS A TAXPAYER, PILOT, AIRCRAFT OWNER, AND
LANDOWNER I OPPOSE ANY EXPASION OF THE
POWDER RIVER TRAINING COMPLEX. AND I
FEEL THAT THE EXISTING POWDER RIVER M.O.A.'S
SHOULD BE REMOVED AND THE BOMBERS SHOULD BE
MOVED TO UTAH OR NEVADA.

GE-2

SINCERLY,

Albert Distel

Page 2

1038

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10-23-10

PLEASE PRINT

We raise sheep for wool - its a very unique
wool for Hand Spinners - need to know what Test
You have run on the chaff affecting the Micron, Spin
Count, & color of wool when it lands on sheep -

50-16

Grew up in Northern Nevada where Mountain Home
Air Force ran their jets over us causing all kinds
of Hell with the Sonic Booms - Some old Adobe buildings
collapsed & had lots of cracked windows & my
Name told us to prove they caused it -

NO-2

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Dennis McEwen
ORGANIZATION:	Sheep rancher
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

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distributing the Final EIS. I would like to receive
a copy in: ☐ CD (electronic format)
☐ hard copy format

No, please do not include me in the mailing list
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Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

**Final
November 2014**

1039

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 11-9-10

PLEASE PRINT

See Attached

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>Dennis R. Drayton</u>
ORGANIZATION:	<u>Drayton Ranch of the Dakotas</u>
ADDRESS:	[REDACTED]
CITY/STATE:	[REDACTED]

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November 9, 2010

Comments on the Draft EIS on the PRTC.

Appendix page F-1 Intergovernmental coordination act and EO 12372, Intergovernmental review of Federal programs requires agencies to cooperate with and consider state and local views in implementing a Federal proposal, "after attending hearings in Montana, North Dakota and South Dakota, there was not one comment for the record that was in favor of the proposed expansion. All comments were against any expansion of the PRTC, for the "No Action Alternative."

GE-2

Page F-1 AFDP 32-70 Environmental Quality and EO 11991, (sets policy directing the Federal government to provide leadership in protecting and enhancing the environment): "A proposed expansion cannot in any way, (as evidenced by the draft itself) protect or enhance the environment."

NP-11

Appendix F-6 Environmental Justice and EO 12898 1995 (essentially) to insure the fair treatment of all people regardless of race, color, national origin or income. "I believe the Air Force is showing discrimination by acknowledging the various tribe's religious, cultural and traditional activities. "Is the time I spend contemplating and reflecting and sharing time with family in our hills and buttes any less important?"

EJ-1

Appendix H - Noise Page H-13 2.3 "Annoyance" Using DNL of 65 Db as a criterion which protects those most impacted by noise (1992 interagency on noise) corresponds to about 12% of the exposed population being highly annoyed. This figure is hard to substantiate as pertaining to where it was accumulated, and not adequate to assess the impacts.

NO-4

Draft EIS Page 4-19 (other general aviation) General aviation pilots commented at scoping that they considered an active MOA air space UNSAFE under see and avoid conditions (VFR). Some pilots would see the ATC information as "inaccessible", the risk of flying VFR too great and limited communications for IFR flight too sketchy. All of the above having a significant impact to general aviation around any airports and airfields under the expanded PRTC.

SA-7

Correspondence from NPS (midwest) Aug. 7, 2008. To Linda Devine from Mr. Quintana, says "the NPS is concerned about the potential of the proposed action to adversely affect the "soundscapes" of these parks." Quintana continues, "the NPS evaluates Federal actions which may impact the human and natural environment within our Parks with respect to our "organic act" mandates, including "to conserve the scenery and the natural historic object and the wildlife therein, and to provide for the enjoyment of the same in such a manner and by such means as will leave them unimpaired for the enjoyment of future generations." End of letter. "Is asking to have our lands left unimpaired for future generations on deeded ground and private property any less important?"

LU-1

Perkins County resolution of 2008
City of Lemmon resolution of 2010

GAO1 NSAID-98-219 Human health and safety risk: GAO found in the report for the Senate that the Air Force has been lax in conducting further tests on the effects of chaff on animals and humans. "I would further point out that there were no studies included on the potential effects of chaff on our thousands of honey bee colonies. Any negative impacts there could potentially affect

SA-14

1039

the food production process carried out by the bees in this area of the country.

] SA-14

Draft 3-97 Waterfowl 3.6 3.1 North American Wetlands Conservation Act 16 USC 4401-4412
Due to limited extent of water bodies under the ROI, any disturbance of these areas is of considerable importance, i.e. the convergence of several principle routes of both the Central and Mississippi flyways. "it also appears that Shadehill Reservoir, south of Lemmon, an important waterfowl refuge, by the way, and an important staging and over-wintering area for ducks and geese has been omitted from any maps of surface waters. Page 383 Figure 3.5-2

] BI-6

] BI-7

Page ES14 Public Airports and Private Airfields LFEs could be viewed as of significant impact to airspace users. ES14 Jet Routes and ATCAAs; Daily impacts of from 43 to 244 High Altitude Commercial Flights.

] AM-5

EIS page 4-58; "I agree with the conclusion of the EIS that low level concurrences and the resulting safety impacts could be seen as significant by any individual experiencing them, i.e. horseback riding for work or pleasure.

] SA-9

Draft page 3.1 3.1.1.1 Definition of Resource "I am skeptical that the US Government has exclusive sovereignty of air space over private property from ground level to 500 feet.

] GE-7

RESOLUTION 2008-15

WHEREAS, *The United States Air Force and Ellsworth Air Force Base is proposing an expansion to its Powder River Training Complex, and*

WHEREAS, *there is concern among the citizens of Perkins County and the Board of County Commissioners regarding the safety of the citizens if the expansion is approved, and*

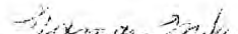
WHEREAS, *the expansion has the potential to endanger the local pilots and aircraft that regularly fly within the airspace in Perkins County for ranching and agricultural purposes, and*

WHEREAS, *because the citizens of Perkins County enjoy the safety and tranquility that comes with the lack of population and enjoy and practice a "western way" of life, and*

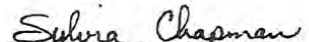
NOW, THEREFORE, BE IT RESOLVED, *that the Perkins County Board of Commissioners strongly oppose the expansion of the Powder River Training Complex within the boundaries of Perkins County, and feel that it is the County's responsibility to protect the safety, livelihood and way of life of the citizens of the County.*

Dated this 20th day of August, 2008.

PERKINS COUNTY


Norman Miles, Chairman

ATTEST:


Sylvia Chapman, Finance Officer

City of Lemmon
State of South Dakota
Resolution 2010-5

Whereas, the United States Air Force has announced the expansion of the Powder River Training Complex to encompass the City of Lemmon and its surrounding regional trade area; and

Whereas, the City of Lemmon consists of many patriotic citizens that support our military forces with their personal sacrifice and moral support; and

Whereas, the City of Lemmon has contributed, along with the state and federal government, to the improvement and expansion of the Lemmon Municipal Airport at Ray Kolb Field; and

Whereas, the expansion of the Powder River Training Complex would adversely affect air traffic in and around the Lemmon area; and

Whereas, the interruption of air traffic for any specified period of time will undoubtedly cause negative economic impact; and

Whereas, wind development and any other types of tower development may be stymied by the expansion of the Powder River Training Complex; and

Whereas, our larger sister cities of Spearfish, Rapid City, Sturgis, Belle Fourche and larger cities lying outside of South Dakota including Dickinson, Bismarck, Miles City and Gillette will not be included in the Powder River Complex Expansion and unfairly targeting lower population areas to carry the brunt of this training area; and

Whereas, the City of Lemmon derives its economic base and existence from agriculture, including the production of livestock and management of thousands of acres of grassland that could be endangered by the increase risk of fire; and

Whereas, agricultural producer's property values will likely suffer from the military activity that will take place in many cases five hundred fifty feet above their property, cause noise, inconvenience and a breach of quiet enjoyment of their property; and

Whereas, the private property rights of area landowners will be infringed upon by the expansion of the Powder River Complex Expansion; and

Whereas, other private property owners are compensated when the government devalues property and are deemed a taking; and

Whereas, the Air Force has alternatives for training exercises and the expansion of the Powder River Complex is not necessary; and

estimated that a bundle of the new chaff will cost about 40 percent more than it does currently.

NO SYSTEMATIC FOLLOW-UP ON
OPEN QUESTIONS

----- Letter :5.5

* Studies by DOD and others, including some carried out years ago, continue to create questions in the public's mind about the health and environmental effects of chaff. [Department records indicate that DOD has not systematically followed up on these reports to determine the merits of any outstanding question or the costs and benefits of addressing them.]

While none of the studies we reviewed demonstrated significant operational or environmental effects of chaff, 9 of the 10 reports cited gaps in information on potential effects. [Six of the nine made no recommendations but cited missing data, suggested additional studies or long-term monitoring, or cited possible long-term chronic effects.] Three reports recommended additional studies covering chaff toxicity, long-term exposure, weathering, or other study areas. However, DOD has not reviewed the recommendations and information gaps cited in the reports in a comprehensive and systematic way to assess their merits for further actions. For example, the Army's January 1992 report cites data gaps and recommends that the long-term risk and chronic exposure of inhaled fibers be evaluated. Specifically, it recommends

- future research on the resuspension rates of uncoated and coated fibers;
- studies to establish the weathering rates and chemical fate of metal coatings in soils, fresh water, and marine waters;
- a comprehensive review of threshold metal toxicity values for humans, animals, and important fresh water and marine organisms;
- a series of experiments to evaluate the potential impacts of fibers;
- an examination of the respirability of fibrous particles in avian species;
- aquatic and marine studies to establish the potential impacts of fibers; and
- future research on the pathology of inhaled fibers.

[The second and third of the above recommendations were partially addressed in the Army's September 1992 report. Two other reports also partially addressed the second recommendation. We found limited evidence of follow-up on the other five recommendations.]

The 1997 Air Force study and its technical reports also cite the need for data and further research, including long-term studies. [Two of the three technical reports recommend further research.] One suggests long-term studies to monitor chaff accumulation on water bodies in high-use areas and the effects on animals using those water bodies. Another states that consideration could be given to monitoring programs for highly sensitive environments subjected to repeated chaff releases and conducting bioassay tests to further assess the toxicity of chaff to aquatic organisms. The final report noted that in some cases it might be appropriate to analyze the potential for impacts to highly sensitive aquatic habitats that support threatened

**Final
November 2014**

CONCLUSIONS

----- Letter :6

1039

DOD and the services have developed ongoing initiatives to address certain concerns raised by the military's use of chaff. These initiatives include plans for increased liaison with agencies such as BLM, FWS, and NWS. Nevertheless, the public, DOD studies, and other federal agencies continue to raise questions about the potential adverse effects of chaff. DOD has not systematically followed up to determine whether these questions merit further action. Further, the Navy has initiated a degradable chaff research and development program but has not yet completely analyzed the operational and environmental benefits it expects to achieve. Lastly, although lead-based chaff has not been produced since 1987 and is no longer reported used, it is still retained in DOD's inventory.

<http://www.fas.org/man/gao/nsiad-98-219.htm>

9/21/2010

1040

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10-4-10

PLEASE PRINT

I want a well trained military force, Air, Navy, Army, Marines. } GE-9
I see nothing wrong with the proposed Powder River Training Complex. }
I am part owner of 600 acres of land and you can fly over any } GE-1
time you want to. I like to see jets flying over this area, where I live.
It makes me proud to see the air force overhead. Keep up the good work.
You can drop bombs on my land if you want to.

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Dennis Kari
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

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129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1041

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 11-10-10

PLEASE PRINT

I am a rancher-pilot at Ridge, Mt within The Powder River M.O.A.

I have been flying on livestock for myself & surrounding ranchers for the past 59 years. I have had no trouble with The Powder River M.O.A. or with military aircraft during this time. I believe we who need to fly on livestock can work with the military, as to times and areas that are active or non active. SO-29

The USA is the best country on earth to live in!!!
We must have defense against enemy aggression.
The military must be trained & must have areas to be GE-9

**** CONTINUE ON BACK FOR MORE SPACE ****

(over)

NAME:	Francis J. Hayes
ORGANIZATION:	Rancher
ADDRESS:	
CITY/STATE/ZIP:	

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1041

Trained in.

In the 1930's & 1940's many countries in Europe were invaded & taken over by the enemy. Beautiful countries that thought nothing like aggression take over would ever take place. The people lost everything & many lives were lost. The suffering was indescribable.

This may have been because those countries didn't have enough military defence.

The USA must have a well trained military defence & they must have areas to train in to ward off any further aggression. People think it will never happen here.] GE-9

9-11 was a wake up call

I am in favor of the expansion of the Powder River M.O.A. Training area.] GE-1

Francis J. Mayer



Rec'd 11/15/2010

Final
November 2014

1042

November 6, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Ms DeVine:

As a former Commander of the 5th Bomb Wing at Minot AFB, ND (1998-2000), I am keenly interested in our flight crews continuing to have the opportunity for quality training. The downtown community, over the last number of years, proposed an expanded MOA in North Dakota for the exact type of training exercises that are envisioned to occur within the expanded Powder River Training Complex.

Having reviewed the Draft EIS, I support the preferred Alternative identified in the process for a number of reasons. First, the range offers the opportunity to "train like we fight." Additionally, the proximity to the training complex saves jet fuel in a time where we have constrained budgets. Finally, the proximity to the training complex would also mean a higher quality of life for the airmen and their families because of less time away from home for a TDY. I know first-hand the impact deployments and contingency operations have on our Air Force family members.

GE-1

I noted a number of concerns identified by landowner groups located in and around the complex. We believe that those concerns can be met or mitigated by identifying avoidance zones similar to areas called out for avoidance because of Native American sacred grounds. Conceivably this could include round-up areas, birthing areas, watering holes and the like. We encourage the Air Force to pursue these types of arrangements with the affected landowners.

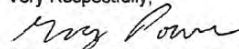
NO-10

GE-11

Again, I support the preferred alternative identified in the draft EIS for the expanded Powder River Training Complex.

GE-1

Very Respectfully,



Greg Power, Major General, USAF (retired)



Final
November 2014

Nov 11 10 08:20p

1043 P.1

Page 1

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: Nov 10, 2010

PLEASE PRINT

The effect this will have on my area is great in many ways. Land values will be reduced, small aircraft used for crop spraying will have add hazard to watch for, livestock will be scared and go thru fences, weaned calves will break out of corrals this I know it has happen at the ranch located Sec 12-13- Twp 3N- Range 61E, fire hazard from flares. Also air craft used for medical attention will be in jeopardy. This aluminum coated silica is silica that causes cancer, also aluminum is known to cause All Tumor, also these fragments will contamination of wool from sheep shorn. Livestock conception rates have been known to be reduced.

SO-1
SA-15
SO-13
SA-5
SA-19
SA-14
SO-16
BI-2

**** CONTINUE ON BACK FOR MORE SPACE ****

on Back

NAME:	<u>J. Robert Rusley</u>
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

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Final
November 2014

Nov 11 10 08:20p

1043 p.2

pg 2

I oppose this expansion because our small
towns will be very vulnerable to this fly zone.

GE-2

Increase in fire danger because of flares.

SA-5

The noise level will be very detrimental to the
elder and people in outdoor activities.

LV-2

Seems as if Aq areas are always in line of fire
for issues to develop property.

SO-1

J. Robert Husley



Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 11/11/10

PLEASE PRINT

My concern is for the safety of both local pilots in the training area and the military pilots. Both need reliable information when actual training is in progress to avoid midair collisions. I am a pilot and I would like to have a transponder we could place in our planes that you could detect and see us. Should this not be feasible a phone number we could call before we fly to see if the training area is, or soon will be in use would be helpful. Whatever the method we need to know when the military is training so we can avoid each other.

SA-1

AM-3

AM-12

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	James H. Bowers Jr.
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

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*Final
November 2014*

1045

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 10-11-2010

PLEASE PRINT

See Attached.

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>James O. Jones</u>
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

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Providing personal information is voluntary. If you choose to not provide personal identifying information, your comments will be given the same weight and consideration as any other comments submitted. Private addresses provided will be compiled to develop the mailing list for those requesting copies of the Final EIS. Only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EIS.

Please hand this form in at a public hearing or mail before November 15, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1045

WRITTEN COMMENT SHEET
PUBLIC HEARING FOR THE
PROPOSED POWDER RIVER TRAINING COMPLEX

The following statement is my public comment on the EIS for the Powder River Training Complex, put out in August 2010. I live in the Northeast corner of Wyoming, and I am not in favor of Alternatives A, B, or C. Our county's economy relies on ranching, tourism, revenue from hunters, and home and land resale; all of which will be negatively affected by these alternatives. These alternatives also will be detrimental to the environment, livestock, wildlife, and to our quality of life.

GE-2
SO-9
SO-1
LU-1

I do not feel that the Air Force has submitted a true and honest EIS as the impacts for the proposed areas will have wide spread negative impacts on our area. The EIS seems to be swayed towards the needs of the Air Force not for the concern of the public and environment.

NP-11

Noise

The EIS states that there will be environmental impacts from an increase in ambient noise levels, low-level startle effects, and sonic booms. This will definitely have negative impacts on the way of life and on wildlife in our area. We have already had our horses run through a fence due to the noise from a low level flight were we could actually see the pilot.

LU-2

Some of the noise levels stated in the EIS are beyond EPA recommended levels for people to be exposed to for more than a couple of minutes with out causing hearing damage. Sonic booms it was stated will produce about 4 pounds of pressure per square foot. That relates to 139 db which is way beyond what the human ear should safely be exposed to. How can this effect be minimal?

NO-5

The increased noise level will destroy a way of life for many persons living in the proposed area. We may not have a large population but we do have a population.

LU-2

These increased noise levels also present a huge safety issue for the ranchers, cowboys, and recreational riders who work closely with livestock; doctoring them, shoeing them, riding them to round up cattle or for enjoyment, and all other forms of interaction. There is a great deal of chance of putting the people and animals in harm's way, due to animals' reactions to these sudden loud noises. A person working with a horse, or riding a horse when a sonic boom occurs could be thrown off, kicked, and even trampled. Serious injuries could easily occur around any livestock in this event; far more serious than being "annoyed".

SA-9

Safety:

The dropping of chaff is not proven to be safe to humans and the environment and should not be performed were there is a population of people. We do not wish to be part of an experiment to find out what effects of dropping chaff on a population are. I do not agree that there will be no impact from the dropping of chaff.

SA-14

Dropping of flares is a safety issue that should be addressed. Dropping of flares in a populated area with high fire danger is not what I would call low impact. We do not need duds or parts of flares dropping on our properties. The biggest problem from the flares is that there is a high probability that these could cause a devastating wildfire.

In conclusion, I feel that the EIS has not addressed the full potential of the negative impacts to the areas that stand to be affected by this proposal. Just because there is a smaller population in these areas, does not mean that there should be less concern for our safety, our livelihoods, or our quality of life. It would be a huge disservice to those who have chosen to make our living and establish our homes in these areas, to allow this proposal to so negatively affect our lives. AS A VETERAN I UNDERSTAND THE IMPORTANCE OF GOOD TRAINING FOR OUR MILITARY BUT IT SHOULD NOT COME AT SUCH A HIGH COST TO OUR WAY OF LIFE THAT THEY FIGHT TO DEFEND. There are many remote areas without populations such as ours that they could perform these maneuvers and obtain the skills they need. Please do not ruin our way of life do not change the current MOA or mode of operation.

1045

SA-5

EJ-2

LO-1

PN-2

GE-2

1046

January 6, 2011

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews St., Room 337
Langley AFB, VA 23665-2769

Dear Ms. DeVine,

I am writing in protest of the expansion of the PRTC special-use air space.

] GE-2

Since the Air Force has made no plans to fully utilize the training value of the Hays MOA, why is this expansion even being considered?

] PN-2

The environmental damage as well as the disruption of ranching and farming in this area surely should be of greater consideration as well as the threat to commercial and private aviation jobs in the affected area.

] LV-2
] SO-7

The deployment of flares and metallic chaff would be a serious hazard to non-participating VFR aircraft.

] SA-26

My husband and I live near the Ellsworth Air Force Base in air space that would be affected by this expansion. My husband is retired Air Force who spent 50 years serving his country. We are staunch supporters of the U.S. military, but both the human, commercial and environmental impact of this project is unnecessary and unconscionable.

] GE-3

Sincerely,



Jean Rosenkranz



Final
November 2014

1047

[REDACTED]
[REDACTED]
[REDACTED]

October 25, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews St, Room 337
Langley AFB, VA 23665

RE: Powder River Military Operations Area

Ms. DeVine,

I am a private pilot based in Dickinson, ND. I fly my private airplane for business and personal travel. The proposed expansion of the Powder River Military Operations Area would hinder my flying operations adding time and expense to my travels.

] SO-7
] GE-2

I oppose the expansion of the Powder River Military Operations area.

Sincerely,



Jody Hoff

cc
Mathew Remyense
Dickinson Airport Manager

1048

October 26, 2010

RE: proposed expansion of training air space

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews St, Room 337
Langley AFB, VA 23665-2769

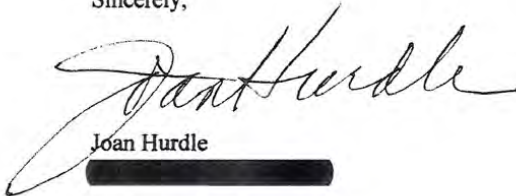
1. air quality
2. fuel use

Dear Ms. DeVine,

Please send me information about how the Powder River Training expansion might change the air quality in eastern Montana, and information on the quality and quantity of fuel that would be used in our Montana skies.

] AQ-1

Sincerely,


Joan Hurdle

**Final
November 2014**

1048

DeVine, Linda A Civ USAF HQ AF ACC/A7PS

From: JoanHurdle [REDACTED]
Sent: Monday, November 08, 2010 9:43 AM
To: DeVine, Linda A Civ USAF HQ AF ACC/A7PS
Subject: Re: Proposed Expansion of Training Air Space

Linda,
Thank you very much for the link and opportunity to dig out this information.
Joan Hurdle
----- Original Message -----
From: "DeVine, Linda A Civ USAF HQ AF ACC/A7PS"
<linda.devine@langley.af.mil>
To: "JoanHurdle" [REDACTED]
Sent: Monday, November 08, 2010 7:08 AM
Subject: RE: Proposed Expansion of Training Air Space

Good morning. The Draft EIS details the potential environmental consequences to air quality in Chapter 4.4 (page 4-61). Details regarding the aircraft emission factors used to quantify the potential impacts can be found in Appendix J. Appendix J, Table 1 provides the fuel flow rate in lb/HR (JP-8--6.8 lb/gallon) and can be used to estimate fuel consumption when used in concert with Table 2-16 which estimates time spent in each airspace unit (DEIS pg 2-63).

An electronic copy of the DEIS and its appendices can be found and downloaded at http://www.accplanning.org/open_for_comment.html#PRTC. Please let me know if you have difficulty downloading the document or if you would like me to mail you an electronic copy.

Thank you for your interest in this proposed action.

Linda

Linda A. DeVine, REM
ACC/A7PS
129 Andrews Street, Rm 337
Langley AFB VA 23665-2769
757-764-9434

-----Original Message-----
From: JoanHurdle [mailto:joanhurdle@bresnan.net]
Sent: Saturday, November 06, 2010 11:26 AM
To: DeVine, Linda A Civ USAF HQ AF ACC/A7PS
Subject: Re: Proposed Expansion of Training Air Space

Thank you Linda. My telephone number isd [REDACTED] However, I would prefer to communicate by email because of the quality of telephone audio. In addition, I believe that my request was quite clear to start with: I am

1

**Final
November 2014**

1048

concerned about the use of Montana air space for air force training missions.
Therefore, (1) I asked about the quantities of fuel that would be used for the training. (2) I asked about how the use of that fuel might change air quality in Eastern Montana.
Again, thank you for your attention and response.
Joan Hurdle

] AQ-1

----- Original Message -----
From: DeVine, Linda A Civ USAF HQ AF ACC/A7PS
<<mailto:linda.devine@langley.af.mil>>
To: [REDACTED]
Sent: Friday, November 05, 2010 9:20 AM
Subject: Proposed Expansion of Training Air Space

Good morning Ms Hurdle. I received your letter dated Oct 26, 2010 requesting information regarding the PRTC and would like to contact you to better understand your request. If this is acceptable, please provide me with a telephone number you may be reached at and the best time to contact you [please note that I am located in the Eastern time zone]. I will not release your telephone number to any other party.

Thank You

Linda

Linda A. DeVine, REM

ACC/A7PS

129 Andrews Street, Rm 337

Langley AFB VA 23665-2769

Comm: 757-764-9434

**Final
November 2014**

1049

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 11/11/10

PLEASE PRINT

I am against expanding the powder River
MOA.

GE-2

Kayleen Ranning

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>Kayleen Ranning</u>
ORGANIZATION:	<u>Private Pilot</u>
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: ☐ CD (electronic format) ☐ hard copy format.

No, please do not include me in the mailing list for distributing the Final EIS. I do not wish to receive an EIS or further information.

PLEASE NOTE: This Draft EIS is provided for public comment in accordance with the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) NEPA Regulations (40 CFR §§1500-1508), and 32 CFR §989, Environmental Impact Analysis Process (EIAP).

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Please hand this form in at a public scoping meeting or mail before November 13, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PP
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1050

Muller Ranch

[REDACTED]
[REDACTED]
November 8, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews St, Room 337
Langley AFB, VA 23665-2769

RE: Powder River Training Complex DRAFT EIS

Dear Ms. DeVine;

I would urge the United States Air Force to select the **no action alternative in the Powder River Training Complex DRAFT EIS**. Expanding the activities into additional areas is unnecessary. The United States Air Force has other areas where the described training activities can be conducted.

The proposed activities will cause pollution from employment of chaff and flares, increase the potential of fires, cause noise pollution, and destroy the solitude of this remote area.

The Muller Ranch is a historic ranch located within and adjacent to the proposed PR-1BMOA in Wyoming and Montana. One of the true values of this remote ranch is the solitude. This proposal would destroy that value with increased ambient noises levels, sonic booms, and low-level startle noise effects.

The Muller Ranch makes a concerted effort to not have trash and pollutants on the ranch. This proposal will allow chaff and flares to fall to the ground as pollution. Since the chaff fibers may be dispersed by the wind and altitude, they may spread over a large area. The flares likewise leave debris on the ground as well as some live flares (1<%) on the ground as a hazard. There is the potential for harm to local residents from these duds.

This is a remote area and range fires are hard to contain due to rough terrain and distance to fire fighting equipment. The landowners in Sheridan County have been urged to join fire districts to combat this hazard. The Muller Ranch has joined such a fire district and is paying an additional assessment on its county taxes to cover this cost. It is unfair and economic burden to expect the local community to pick up this additional service burden for Ellsworth and Minot Air Force Bases.

It is projected that 8,300 bundles of chaff and 820 flares could be dropped annually in the area that the Muller Ranch lies in. This means that about 8 un-ignited flares (~1%) will be lying on the ground. Each flare will burn at approximately 1,202 degrees Fahrenheit. Each chaff bundle consists of about 5 million chaff fibers. Each year in the area around the ranch that would be 6.8 billion pieces of

GE-2

PN-2

AQ-3

SA-6

LV-2

SA-27

SA-5

SA-27

1050

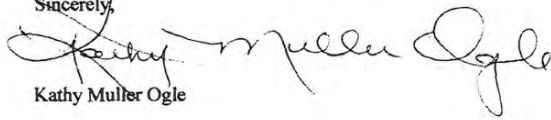
angel hair chaff would be release. The impact of the chaff on wildlife, air quality and general quality of the environment is unknown. Because it is fine texture, it has the potential to be ingested by wildlife such as sage grouse. These potential impacts along with the considerable noise and loss of solitude make this an undesirable and potentially environmentally harmful project.

SA-27
SA-14

I would urge the United States Air Force to select the **no action alternative in the Powder River Training Complex DRAFT EIS.**

GE-2

Sincerely,



Kathy Muller Ogle

1051

Linda DeVine

HQ ACC/A7PP

129 Andrews St, Rm 317

Langley AFB, VA 23665-2769

Joshua Simmers

[REDACTED]

[REDACTED]

Ms. DeVine,

Please accept my comments to the United States Air Force in opposition to the Powder River MOA expansion into the state of North Dakota. I do not believe that the benefit to the USAF equals the cost to the people of North Dakota.

GE-2

It is my belief that the negative impacts on local aviation, commercial aviation, agriculture aviation, the difficulty of coexisting in active MOAs, adverse effects on ranching, establishing our state's FBOs as transcontinental stops, land values, increasing traffic due to our flourishing economy, etc, make this something we should all oppose.

SO-7

SO-1

SO-6


Additionally, I think that it is important to highlight that the people of North Dakota have learned from experience to not trust the Air Force due to their *denial* of negative impacts in the past – environmental contamination, low flight, etc., and their over-complicated and under-compensation for reimbursements related to cattle stampeding, etc.

GE-5

I ask you to take serious heed of the well laid out arguments put forth by other entities and know that although I support the military, this expansion is not necessary.



Joshua Simmers


January 6, 2011

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews St. Room 337
Langley AFB, VA 23665-2769

Dear Ms. DeVine,

We strongly oppose the expansion
of the Powder River Complex. The complex
would include deploying flares and
metallic chaff -- a hazard to
plants, animals and humans.

GE-2

SA-14

Thank you for your attention and
work to respect and care for
our life-support system -- Earth.

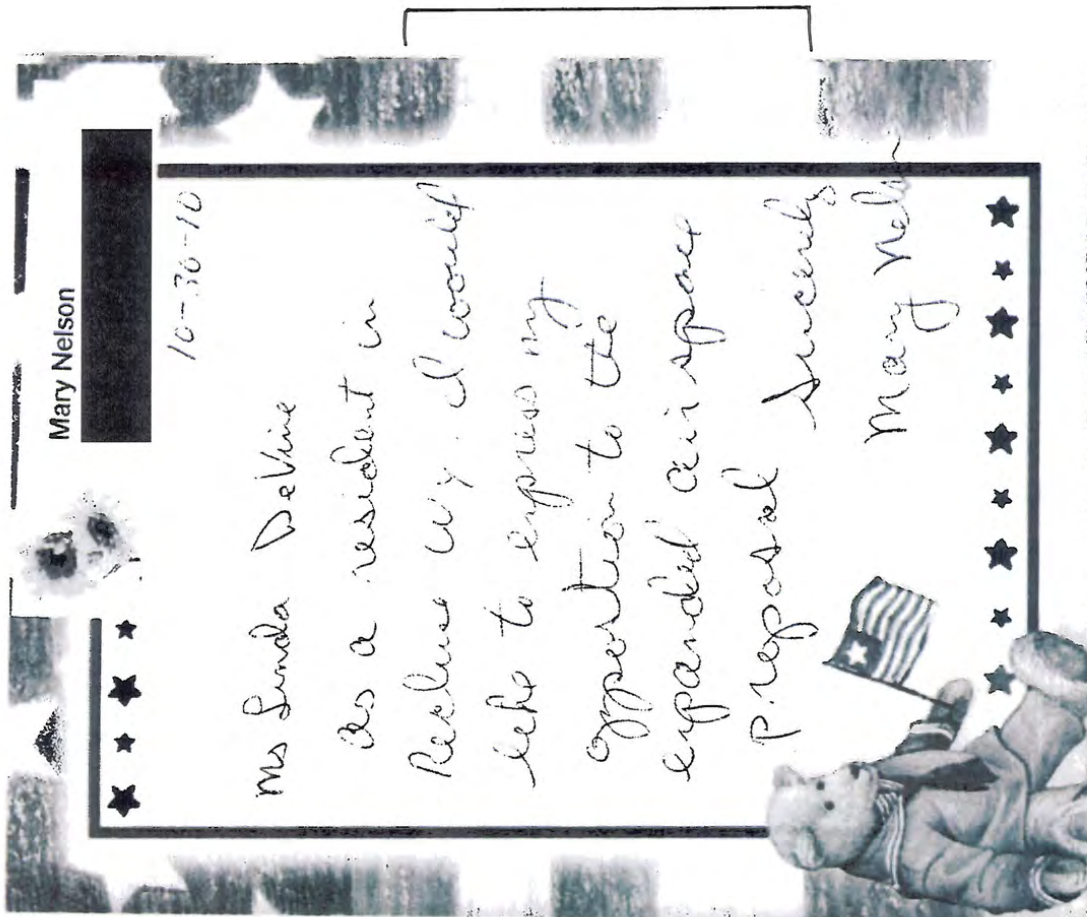
Sincerely,
Mary L. Geraets

Sister Carol Zimm
Sister Donata Damb
Sister Teresa Keller

Puffe Boehm
Sister Kathleen Pieme
Sr. Madonna Pierret
Sister Annrita Johnson
Sister Joan M. Brandner

1053

GE-2



1054

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews St, Room 337
Langley AFB, BA 23665-27

October 5, 2010

Dear Ms. DeVine,

I am writing in response to the proposed expansion of training air space and implementation of new flight training techniques. First of all, I appreciate our Air Force members and don't mind seeing the jet trails frequently crisscrossing the expansive blue sky above my home and community. However, the proposed changes concern me.

GE-9

The occasional low flying aircraft we see can be disconcerting. They have at times spooked people, cattle, and horses. The occasional sonic booms can be alarming. As I mentioned, these are only "occasional" disturbances. The proposed numbers sound like these could become frequent disturbances.

BI-4

In addition, wouldn't an enormous increase in flight training involving interaction between aircraft reenacting combat missions also increase the chance of crashes which would obviously be dangerous to the people below?

SA-1

Another concern is the following information, "The planes would drop chaff – very fine strands of silica coated with aluminum that create a cloud-like decoy to hide planes from radar – and lit flares that would burn out before they reach the ground." Can the Air Force guarantee a lit flare will burn out before it reaches dry prairie grass? And what happens if these fine strands collect in areas where cattle or horses could ingest them? How will these decoys affect our birds or other wildlife?

SA-5

SA-14

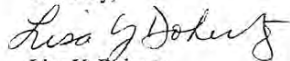
Here is another thought. Why is it military training tactics that would not be considered in, around, or above densely populated areas are considered benign in areas that lack large populations? Are rural residents' lives, environments, or livelihoods not just as important as those of urban Americans? Between the Army's attempts to expand Pinon Canyon and the Air Force's plans over the southwest, it sure seems that the U.S. military doesn't think so.

EJ-2

Please report that the citizens of rural Southeast Colorado do not approve of these planned number increases or "drops".

GE-2

Sincerely,


Lisa Y. Doherty

**Final
November 2014**

1055

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 10.26.2010

PLEASE PRINT

I SPEND 80% OF MY TIME HORSEBACK RIDING
TAKING CARE OF OUR CATTLE. IF THE PLANE'S ~~FLY~~ FLY
LOWE THE SCARE THE HORSES AND CAUSE A
RISK IN MY JOB THAT I DONT NEED PLUS THE
FACT IT BOTHERS THE CATTLE JUST AS MUCH OR
MORE SO I CAN SURE LIVE WITH OUT THAT
WE ARE 25 MI. FROM TOWN SO IF SOME
GETS HURT. ITS NO EASY TASK TO GET THEM
TO THE HOSPITAL

SO-13

SA-9

THANK YOU Les Best

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	LESLIE BEST
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

- ☐ Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: ☐ CD (electronic format) ☐ hard copy format
- ☒ No, please do not include me in the mailing list for distributing the Final EIS. I do not wish to receive an EIS or further information.

PLEASE NOTE: This Draft EIS is provided for public comment in accordance with the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) NEPA Regulations (40 CFR §§1500-1508), and 32 CFR §989, Environmental Impact Analysis Process (EIAP).

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Please hand this form in at a public hearing or mail before November 15, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769



10/27/10

To: Linda Devine
Fr: Mike Parnell

Please accept these comments and include them in the formal statements that will be provided to the agencies regarding the PRTC determination.

I object to the PRTC proposal to expand the PRTC airspace and training area proposed during their hearing in Hardin Montana on Friday, Oct 22, 2010. I base this objection on the following and would appreciate your confirmation that these points were received and submitted as part of the Environmental Impact assessment that is to be done.

] GE-2

The PRTC did not provide factual evidence for several material claims and in some cases provided false data to support their efforts to expand the PRTC airspace. Specifically:

- a. Stated in their testimony and power point presentation that decibel levels would be at or below 100db. In contrast to the Air Forces own data that shows decibel levels of over 150 db at flights above 2000'.
- b. Stated that the LFE would not have an impact on property values but did not support this statement of fact with any data and in contrast to affected property values related to train tracks, industrial sites, blasting or mining operations and transportation corridors.
- c. In the PRTC power point and in all of their printed and on line data they describe LFE as only 10 days /year but in reality it can be up to 12 days per year. Based on 20 aircraft this is an impact of 240 sonic boom events if each flight were to only generate 1 complaint or impact per flight.
- d. Significant impact to penned and free range livestock and wildlife.
- e. Will not reduce fuel consumption as non military aircraft will have to divert hundreds of miles whenever these proposed areas may be in use.

] NO-4

] SO-1

] PN-5

] BI-4

] SO-7

BIG HORN RIVER MONTANA



f. Current 9,748 sq miles is sufficient!

] PN-2

g. No provision was provided to create non military corridors thru the vast proposed PRTC airspace, separated by alternate altitudes for different classes of aircraft use.

] AM-20

The boundaries of this proposed airspace will also affect commerce and quality of life along the Bighorn River, which is one of the most significant economic engines in this area. This fragile Blue Ribbon Trout stream would be affected and a decline in recreational use and investment in these communities would be incurred.

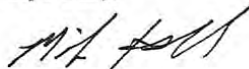
] SO-9

] LU-2

We request that the "No Action" alternative be selected to protect these resources and rights of the residents and visitors that would be adversely affected under the proposed PRTC airspace.

] GE-2

Respectfully,



Mike Parnell

RAY A. DOERING

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

September 23rd, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Linda,

As a pilot that flies often from Hulett, WY to Mosby, MT which I believe is in the proposed PRTC I am concerned how it will affect me.

Please send me any information that will help me understand what is proposed. Thank you.

] GE-12

Sincerely,


Ray A. Doering



NORMA J. KRAENER



October 12, 2010

Ms. Linda DeVine
HQ ACC/A7PP
129 Andrews Street, Room 317
Langley AFB, VA 23665-2769

Dear Ms. DeVine

After reading the current version of the proposed expansion of the Powder River Military Operations Area and attending one listening meeting, I still have strong objections to the Air Force's plans to increase the size and use of the Powder River MOA.

GE-2

My first objection is the mere size of the area and its effects on the use of the air space by civilian aviation. The capabilities of radar and radio coverage of the area mean that military flights would prohibit civilian aircraft from safely using the area most of the time. While finding out current activity in the area is easy for the average military aircraft, a small aircraft would have to climb far above its routine operating altitudes to be able to reach air traffic advisories by radio. That assumes that the plane would have radio capabilities. Since this is uncontrolled air space. Radios are not required. That would waste the aircraft's fuel at the expense of the privately owned airplane.

AM-6

AM-3

The huge footprint of the proposed MOA means that civilian aircraft would, for example, need to deviate many miles out of the way when flying from Rapid City to Billings. That would place them closer to the Big Horn mountains in Wyoming, often a source of turbulence and poor visibility when compared with a direct route. It would also affect the business at civilian airports that are in or border the proposed expanded MOA area. For example, Black Hills Airport at Spearfish, SD would see a vastly diminished use of its airport because of its proximity to the area. In recent years they have aggressively sought to upgrade their facilities to meet the demands of general aviation. That would essentially be wasting the taxpayer money that led to airport's improvements.

SA-3

SO-10

The presenters at the hearings claimed that "see and avoid" would be a solution to keeping aircraft separated. The use of night missions without the military using their position lighting immediately makes me think that "see and avoid" is pointless. Since the three air traffic control centers that cover this area cannot give position reports to the surface, a civilian plane would have no way of knowing what was out there. "See and avoid" also has limitations to its usefulness in daylight hours. The closing rate of a military jet with a civilian aircraft cruising at 100 KTS or less, means that the civilian pilot would not have time to react to get out of the way.

SA-11

SA-7

The documents in the Environmental Impact Analysis points out that 75 percent of the area in the

proposed area are privately owned land, and not government land. While it is sparsely populated compared with many areas of the United States, it still is used by its occupants for their livelihood. The disruption of their business by keeping the owners from using their aircraft to check on their cattle safely is arrogant by the government. The dropping of chaff and flares over this area creates hazards to those below. The argument that the Air Force would refrain from dropping burning flares during "extreme" fire conditions misses the point of the fire hazard posed by using the flares anytime. At least the new documents provided no longer claim that the Air Force could respond in a timely manner to the prairie and forest fires the flare activity could create.

SO-11

SA-27

SA-5

At the hearing in Rapid City several local business people, who do not own land in the expanded Powder River MOA, gave a business boosters' view of the Air Force's economic importance to the Rapid City economy. I would suggest that they welcome the Air Force to do their training in the air space over Rapid City instead of the Powder River MOA. If they think the Air Force's training mission is so important, they should welcome it being done in the immediate Rapid City area. The planes would not need to spend any fuel to get to their practice area, therefore saving the taxpayers millions of dollars in operational expenses.

SO-24

PN-2

Colonel Taliaferro spent a good deal of his time explaining the use of the B-1 bomber in missions in Afghanistan in which it is used as an aerial platform to observe the enemy and respond to the threats they pose to ground troops. The B-1 was designed as a bomber, not as an observation aircraft. By the time the B-1 came into service at the end of the Cold War it was an aircraft looking for a way to fit into a new paradigm of warfare. I question the economics of using this large, expensive aircraft in its current role. Smaller aircraft, either manned or unmanned, could do the job for a whole lot less expense to the American taxpayer. The military has never been known for its economical use of resources. To me, this is another shining example of abusing the American taxpayer.

PN-6

SO-14

I grew up as the child of an Air Force officer. I have observed the group think of the military for my whole life. The people serving in our services are dedicated to protecting the best interests of America as long as they can keep their job. Historically, Americans have been unwilling to acknowledge the need for a strong military. However, the military and the politicians that send them on their missions, fail to look at the larger view of the needs of America to use its resources wisely. The expansion of the Powder River MOA is a poor choice of using our national resources. The harm this could create is greater than the benefits espoused by the proponents.

PN-3

The citizens of the proposed impacted areas are not the enemy. They need to be treated with respect for their life style and contributions to the well-being of the United States. To question their patriotism because they do not want their life changed dramatically is arrogant on the part of the government and the outside interests that would expand the Powder River MOA.

Sincerely,


Norma J. Kraemer

1059

Written Comment Sheet Public Hearing for the Proposed Powder River Training Complex
--

Thank you for your input!

DATE: November 13, 2010

PLEASE PRINT

Please see enclosed paper

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME: <u>Penny Iekel</u>
ORGANIZATION: <u>[REDACTED]</u>
ADDRESS: <u>[REDACTED]</u>
CITY/STATE/ZIP: <u>[REDACTED]</u>

- ☒ Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: ☒ CD (electronic format) ☐ hard copy format
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Please hand this form in at a public hearing or mail before November 15, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1059

Nov. 13, 2010

The sudden, unexpected noise will be the biggest negative factor impacting our ranching operation in southeast Big Horn County, Montana. A reliable means of communicating and having the planes detour small areas for a few specified days would be helpful. I believe the biggest negative impact would be during sensitive cattle operations such as branding or shipping, which typically happen in spring or fall.

However, we also depend on our military for the protection of our country and the freedoms we enjoy to pursue our lifestyle. I would hate to think that young pilots will be sent on dangerous missions without the skills to attain the high level of expertise needed to execute low-flying combat missions. These skills can only be acquired through hands-on practice.

In 2008 when my husband was in the Wyoming state legislature, we had the opportunity to visit Elmendorf Air Force Base and learned that the Russians were constantly flying missions to test our air defense borders. The colonel who presented, also a pilot, made some very poignant statements. He emphasized the necessity for large land areas for low flight training so that the young pilots would be able to learn the skills needed to come back safely from missions. I especially remember his plea for this, as his son had volunteered for the Air Force and was currently in flight training.

LU-2

AM-12

BI-4

PN-1

Penny Iekel

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Ms. DeVine,

My name is Michael D. Rath. I am an active private pilot, a corporate pilot by profession, and a member of the Lawrence County Airport Board.

I am writing to express my dissatisfaction with the proposed Powder River MOA expansion. I will address how the proposed MOA will effect each of the areas listed above.

As a private pilot I have aircraft based at both Baker, MT (BHK) and Black Hills Airport (SPF). Both airports are located within the proposed MOA. I make the trip from Spearfish to Baker on a regular basis and my concern is that you have not done a impact statement on how this will effect VFR (Visual Flight Rules) traffic through the proposed MOA. The current Powder River MOA is restrictive but it is manageable. However, due to the huge proposed expansion of the MOA it will now be both economically and logistically impossible to circumnavigate the MOA when it is active on a route from Spearfish to Baker. A trip from SPF to BHK is approximately 125 miles. If you wanted to circumnavigate the proposed MOA the trip would increase to approximately 475 miles, making the trip impractical. I know that it is legal to transition the MOA but I feel it is at great risk to myself and my family considering military aircraft in the MOA could be in excess of 500 kts. At night they will be allowed to fly lights out. At those speeds, see and avoid is not an option, it is an accident waiting to happen. This proposed expansion does not give the average private pilot the safe alternative to avoid the proposed MOA.

AM-21

SA-7

As a professional pilot, I am a Captain on the Citation X. This proposed MOA will effect my company and our clients in many ways. First and foremost, the financial impact will be significant. As capable as the Citation X is, it will not be allowed to go under or over certain areas of the proposed MOA when active. Again, the only option will be to go around the MOA. The cost will be borne directly by the company. Next, is the ability to land at an airport that underlies the proposed MOA. If the weather is VFR it would be possible to cancel our IFR (Instrument Flight Rules) flight plan and continue to the airport under VFR flight rules. However, this again would be at great expense to the company. The Citation X burns approximately 300 gallons of fuel an hour at 41000 feet at a speed of 520 knots. In order to fly VFR in the MOA, the highest altitude allowed would be 17,500 feet MSL. At this altitude fuel burn increases to approximately 500 gallons an hour and speed would be significantly reduced. More importantly, we would be putting ourselves and our passengers at great risk because we would be required to see and avoid military traffic. The Citation X has a very capable traffic avoidance system but it would be useless because the military does not use the system. There is also a severe lack of radar coverage through out the proposed MOA. We would be back to see and

SO-7

SA-7

AM-3

avoid but now we would be looking at a closing speed of up to 900+ knots. It is impossible to see and avoid at those speeds! If the weather is below VFR minimums or IFR, VFR would become impossible and there might be no other option but to avoid the airport that underlies the proposed MOA.

AM-3

SA-3

That brings me to my third and final point. As a member of the Lawrence County Airport Board, I can see the impact to the underling airports will be significant. Black Hills Airport with the backing of the FAA, State of South Dakota and Lawrence County will in the coming years invest approximately 17 million dollars into airport improvement. This alone shows the importance the Black Hills Airport has to Spearfish and the surrounding region. It is an insult to the community that Black Hills Airport is not even shown on your maps considering it was ranked #5 out of 34 public use airports in your study! During the time your data was compiled Black Hills Airport's primary runway was closed so it could be lengthened. This was at a cost of approximately 10 million dollars. Your data for the Black Hills Airport is not accurate and should be reevaluated.

SO-10

AM-4

Approximately 80% of our fuel sales are to transient aircraft. With the expansion of the MOA we will see a significant reduction in both VFR and IFR traffic. VFR pilots will avoid the underling airports whether the MOA is active or not because they are afraid of it. Due to the lack of radar coverage in the area, IFR traffic will be significantly impacted when the MOA is active. If pilots feel the Black Hills Airport is a hassle to use because it is located inside the MOA they will just learn to avoid it. The negative effects of the loss of traffic have in no way been accounted for in your impact study.

SO-10

This proposed Powder River MOA Expansion will have far reaching and detrimental effects to many individuals, companies and to the communities in our region. I do not believe that a thorough and comprehensive economic impact statement has been prepared to address these important issues.

SO-22

Sincerely,



Michael D. Rath

1061

[REDACTED]
[REDACTED]
10/31/10

Linda Devine,
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB. VA 23665

Dear Sirs,

I would like to comment on the proposed expansion of the Powder River Complex for Air Force training flights out of Ellsworth Air Force Base in South Dakota. The proposed expansion of the training area would be in four states and in an area of southeast Montana which I am very familiar with.

I would like to express my support for these training flights in this remotely populated area as necessary for our pilots and staff in the Air Force and vital to our nation's security.

I know the low level flights will cause some temporary noise and may startle some livestock but I experienced these low level flights daily for 20 years. Our family ranch in west central North Dakota had daily flyovers by B-52's and small jets from Minot Air Force base. These began in the 1960's and lasted for 20 years. They were low and not without some noise but as kids we were interested to see these large planes flying that low. They came every day at the same time daily and we would wave at them. The small amount of foil they dropped was insignificant. Livestock might be startled and run a short distance but most times paid little attention. In those days jets breaking the sound barrier were a much larger issue and scared people but this will not be the case in this proposal.

If these increased training flights are during the day and as few as proposed they should not be a significant issue. Also this area of SE Montana is being looked at for wind energy development. I do wind testing in this region and there are significant areas of Class 6 and 7 winds which lend themselves to future wind turbine placement. These wind farms would be on the high ridges and plateaus in this area. Future wind turbines would be less than 500 foot of height. This may be considered during this proposal's planning phase.

Thank you,


Mike Carlson

] GE-1

] LU-7

] BI-1

] CM-4

1062

[REDACTED]
[REDACTED]
September 15, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews St. Room 337
Langley AFB, VA 23665-2769

RE: Powder River Training Complex

The purpose of this letter is to support the expansion of the Powder River Training Complex.

] GE-1

Our place is within the current training area. When the training activities are occurring, occasionally planes fly over our place. There has been no observable negative impact on livestock, wildlife, or human occupants due to the noise or physical presence of the aircraft. I do not believe there will be any negative impact if the training area is expanded.

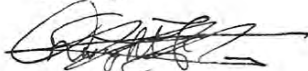
] LV-7

We also have a home in Rapid City, SD which is located west of Ellsworth Air Force Base about 6 or 7 miles. When the military is conducting training sessions at night we usually clearly hear the aircraft as it lifts off and flies NW of the Base. It is a comforting sound to know that the military personnel are honing their skills; thus, enabling them to be in a better position to protect and defend us in the times ahead. We have the same comforting feeling when the aircraft fly over our Wyoming place whether the aircraft is at low altitude or high altitude.

] GE-9

To date, I've heard nor read of any objections to the expansion of the Powder River Training Complex that I believe is credible. If the protection of our country will be enhanced by expanding the training area, expand it.

Sincerely,



Dwight F. Moose

Sincerely,



Kathleen N. Moose

0 - 10 - 30 - 2010

**Final
November 2014**

Nov 11 10 07:22p

1063 P. 1

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: Nov. 11, 2010

PLEASE PRINT

2 sheets - following of comments

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME: <u>Wilma J. Rusley</u>
ORGANIZATION:
ADDRESS:
CITY/STATE/ZIP:

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HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

7AX-757 764-1975

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November 2014**

Nov 11 10 07:22p

1063 p. 2

WRITTEN COMMENT SHEET
Powder River Training Complex

The air force says they need this new area for there training But at who's expense?
The air force says lots of thing but most statements are for there benefit and ~~want~~ not to
real life, and how it effects us living under the fly zone.

} SO-14
LU-1

We are worried and scared of what lies ahead of us that live under the fly zone. We have
heard that they say one thing and lots of time they do different, and we that live here have
to adjust to the situation. Oh they have gotten lots of comments and hearings on the
matter, but attending the meetings and hearing you walk away with the feeling that they
don't care and that they are going to get there way come high water.

} GE-5

We have been under the fly zones and they do scare cattle, and people. Especially in the
middle of the night some flies over you are awoken out of a good sleep, then it takes for
ever to go back to sleep, which is not good for the body.

} BI-4

The value of our property goes down and if we did want to sell, who would want to buy it
{your property} if you lived under a fly zone.

} SO-1

The increase of the fire danger with them using the flares would increase greatly. They
say they would monitor if in a drought area, mainly August. But we can have a drought
season from June----September.

} SA-5

The speed the flares fall to the ground is unreal, up to 100 mph, and if they don't ignite
and hit a person are any kind of livestock, or even wild life it would not be good. And
this is acknowledged in the Air Force impact statement.

} SA-14

Even in there impact statement they say the dud flares are rare, but extremely dangerous.
So why take a chance. Then they say if you fine a dud flare you have to call them and
they will take care of it. Who has the time for all of this.

Also they can deploy chaff, and the inch long aluminum coated silica and these tiny fiber
strands drift to earth and get into our stream, lakes, water tanks, in our grasses and our hay
and we feed our livestock. WE ALL KNOW THAT ALUMINUM CAUSES ALL
TIMERS. AND THE TINY FIBERS COATED WITH SILICA CAUSES CANCER.
We know what you folks think that it will not happen and it's not a danger to us,
livestock or the environment. We don't want to take the chance on this our life is
important to us and our families.

} SA-14

What you folks are planning to do is destroying a way of life in the small rural towns and
areas, and we don't like that,

} LU-1

Our airports will be in trouble, and there are comments that out of the area, state fliers
will not come to here and have to cope with your low flying planes. Our medical air lift

} SO-10
SO-5

Ag1

**Final
November 2014**

Nov 11 10 07:22p

1063 p. 3

has said the same thing, so now you are endangering our lives, because we can not be air lifted out of here. I don't think we should be put in this kind of situation.

] SO-5
SA-19

Our little towns are having trouble staying afloat now, and this will just cause an other hardship upon us all.

There have been things that the EIS did not make any comment concerns on what the conception rate {rebreeding } of livestock and wild life would be, also the concern of the contamination of the sheep's wool by filaments {cancer causing agent in the chaff}. Again our lively hood is at stake.

] SO-13
SO-16

We that opposes this expansion is said to be non-patriotic which would not be the truth. We support our troops and there efforts, but not at our expense of our lively hood. Facts we have learned: B-1 was developed as a long-range super-sonic bomber with low-level capabilities, but why does it have to tested at 500 ft. The B-1 top speed is 830 mph, ---13.84 miles per minute---1218 feet per second---4 seconds per mile.

THIS MOA BELONGS IN THE DESERTS OR OVER OPEN-WATER NOT WHERE THERE ARE PEOPLE, FARMES, RANCHES SMALL TOWN, AIRPLANES, AND VALUAVLE RRESOURCES. WE ARE IMPORTANT TO.

] PN-2

WE HAVE BECOME A TARGET FOR EVERYTHING THAT NOT GOOD
WE SUGGEST NO-ACTION ALTERNATIVE

] GE-2

Wilma Rusley
[REDACTED]
[REDACTED]
[REDACTED]

Pg 2

**Final
November 2014**

1064

November 8, 2010

Ms. Linda Devine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Ms. Devine,

I am writing to submit my comment on the proposed Powder River Training issue. Several years back, I submitted comment adamantly against this, as did several area residents of our state and neighboring states. I was disgusted that this went forward anyway. Virtually every person in the proposed area has voiced serious concerns over this issue, and it seems they have been largely ignored. Since this seems to be protocol, I will keep this short and not go into deep explanation as to why this should not and can not happen in this country to people who have so vehemently spoken out against it. Yes, we are fewer in numbers than some areas, but we are still citizens of this country. We have the undeniable right to protect our land, our health, our livelihoods, and our future generations from this kind of ridiculous experiment.

NP-1

What you are proposing would be preposterous to people of any other area of the country, and it simply would not stand. I understand the need for training. I support our military. But we all know that future wars will not be fought in the air. They will be fought in and amongst the citizens. To train for this at the expense of United States citizens is appalling. An alternative to using real human "dummies" on the receiving end of this would perhaps be using technology to simulate training. We can send astronauts to the moon, fly airplanes, and experience disasters via simulation. I find it hard to believe we cannot adequately train our fighter pilots to perform their duties through similar methods. If this is not possible, then go "train" where you are going to fight. There are adequate areas that are unpopulated and will give a more realistic picture of real-life scenarios in the landscape of your proposed war scenes. Leave us out of it.

GE-3

PN-7

PN-2

Why should we have to risk our health, our safety, our lifestyle, and virtually every aspect that makes this area precious to us for your benefit? Does not the voice of the people outweigh the outcome? It most certainly should, and shame on whoever decides that we are not important enough to protect. We are feeding your country, Ma'am. Respect it. We are raising your future leaders. Respect it. We are contributing to the success of our country to sustain itself. Respect it. To do otherwise is the most horrendous insult to the very foundation of the United States of America. You have not heard one positive comment that would come as a result of this proposed air space usage. I strongly urge you to LISTEN.

NP-1

Respectfully submitted,

Phillip + Lori Rusley
Phillip and Lori Rusley and family

[Redacted]
[Redacted]

1065

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 11-8-10

PLEASE PRINT

I STRONGLY OBJECT TO THE AIR FORCE GETTING THE AIRSPACE OVER
BAKER MONTANA DESIGNATED MOA. SMALL COMMUNITIES IN MONTANA
LIKE BAKER STRUGGLE FOR ECONOMIC SURVIVAL & THIS WOULD HAVE
GREAT NEGATIVE IMPACT TO THAT ECONOMY. IF THIS ISSUE WERE PUT
TO A VOTE BY THE CITIZENS OF MONTANA, IT WOULD NOT PASS.
MOA'S NEED TO BE LOCATED OVER UNPOPULATED AREAS SUCH AS DESERTS
OR PLAINS, NOT POPULATED AREAS, NOT EVEN SPARSLY POPULATED AREAS.
GENERAL AVIATION WOULD BE SEVERELY RESTRICTED. I WILL NOT FEEL ON
BE SAFE FLYING VFR IN A MOA WHERE SUPERSONIC TRAINING IS TAKING
PLACE. WE NEED TO CURB SOME OF OUR NON PRODUCTIVE MILITARY
AIR BASES LIKE ELSWORTH, NOT EXPAND THEM.

GE-2
SD-9
PN-2
SA-7
GE-2

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	RUSSELL L. BURDICK
ORGANIZATION:	SELF
ADDRESS:	
CITY/STATE/ZIP:	

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Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

**Final
November 2014**

1066

To: Ms. Linda Devine
HQ ACC/A7PS
129 Andrews Street, Rm. 337
Langley AFB, VA 23665-2769

From: Roy E Kimbell
[REDACTED]
[REDACTED]

Cc: Senator John Thune, Representative Elect Kristi Noem

Subject: Powder River MOA Proposed Expansion

Dear Ms Levine, I am a private pilot and airplane owner based at Black Hills, Clyde Ice Field (SPF). I have recently become aware of the proposed expansion to the Powder River MOA and find it very disturbing for the following reasons:

- According to your Environmental Impact Statement (EIS) SPF will now be included in the Powder River MOA Gateway.
- According to your EIS, the MOA will be active four and one half days per week from 500ft to 60,000ft.
- According to your EIS, B1 Bombers will be flying low level sorties at 580 knots. "See and Avoid" does not work at those speeds and you have completely shut down my ability to fly when the MOA is "hot".
- Further more, IFR operations will be shut down when the MOA is "hot" over an area of 37,800 square miles. This seems unreasonable.
- Exemption #7960C indicates night operations will be conducted "lights off" for night vision goggle training. Again, this shuts down my ability to fly at night.

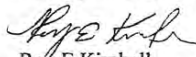
PN-5

SA-7

AM-6

SA-11

The proposed MOA expansion will severely limit my ability to fly. Please reconsider this expansion of the Powder River MOA.


Roy E Kimbell

1067


Sept. 10, 2010

Linda DeVine,
Program Manager ACC/A7PS,
129 Andrews St., Suite 337,
Langley AFB, VA 23665.

The published summaries of the proposed North Dakota
Air Force Bombing range do not discuss or list all of the
many alternative restricted air space already available for
performing such operations.

There is already way to much restricted airspace.
Please use an existing restricting airspace for any
practice bombing operations and stop trying to spread
bombing practice along navigable airspace which
restricts commerce; patently unlawful.

This unlawful proposal will only generate law suits
if you persist with it.


Terry D. Welander

[REDACTED]

[REDACTED]

[REDACTED]

AM-9
AM-11
PN-2

Oct 30, 2010

**Final
November 2014**

1068

Ms. Linda DeVine:

29 September 2010

I attended the Powder River hearing in Elgin, ND on September 23rd. I would like to submit the following comments.

(1) I was surprised that no questions were permitted. I believe they should have been, as they can or could have, provided answers and insight into the topic at hand.

NP-2

(2) Regarding the use of "flares"; I remind you of the recent large fire in Utah, started at a military training facility by the National Guard during a live fire exercise. The "Commander" in charge, stated he did not know about the extreme fire hazard. Fire conditions in this part of the country, can and do change frequently. I would question the prudence of using "flares" and suggest that you remember "Murphy's Law"; if something can go wrong, it will. I would like to know, how the Air Force would do a better job of "Fire-Watch", if you will, than "ground based forces". I, for one, believe fires will/would be an issue.

SA-5

(3) I see this expanded "Air Space", as one of convenience and not really needed. We already have the Nellis AFB and the Indian Springs AFB along with the large military restricted area, just NW of Las Vegas, Nevada. Our current President, The "Commander-in-Chief", has stated he will begin pulling troops out of Afghanistan by July of 2011. There was a comment made by one of the officers, that they need this added space for training as it relates to Afghanistan. The mountains in Nevada make this a better option and besides, the "missions" in a year, will be changing or diminished. We as a nation, cannot and should not, continue to engage in "un-funded" wars. This request for added/expanded space to train for bombing missions seems weak at best.

PN-2

(4) It would have been nice to know who conducted the "studies" and where they were conducted, regarding information presented on safety, noise levels, physical and biological reactions, affects on structures, etc. Since no questions were permitted, those remain unanswered. I have lived through and experienced B-52 bombing missions and have no desire to go through that again. The noise and vibrations that the air craft produce are incredible.

GE-13

(5) This much expanded airspace for training, would also affect the local air ports, crop dusters, pilots who seed clouds, live stock and our way of life. There are already two training spaces near Devils Lake and another I believe, scheduled for Grand Forks Air Base.

SO-10

SO-2

PN-2

(6) Last but not least, do our comments carry any weight or has the decision to go ahead already been made; that is the question, one would like to have asked at the meeting.

NP-1

Respectfully,



Upton F. Becker



WILLIAM GRIFFIN
[REDACTED]
[REDACTED]

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews St. Room 337
Langley AFB, VA 23665-2769

September 14, 2010

Dear Ms. DeVine:

I am an enthusiastic supporter of the proposed expansion of the Powder River Training Complex.] GE-1

I spoke at the public meeting in Rapid City this evening. I am writing this letter to expand upon the remarks I made during the meeting.

I am a Veteran of the uniformed services. I served from 1970 to 1972.

I have been a property owner in this region for about 14 years. I have owned property in Keystone, Custer, and Rapid City, all of which are in South Dakota. I have lived here for seven years.

I live under the flight path of some of the aircraft that fly out of Ellsworth AFB. I do not find their noise to be disturbing. The deer, turkeys, horses, and other animals here seem to be able to live with the noise of the B1-B bombers.] BI-1

I lived in France during the summer of 2010. In France, 60 million people are packed into a space the size of Texas. There are rural areas, like the small village where I lived. However, there are no "wide open spaces" like we have in the Great Plains of the US. But France wants to have a military. They need to train. So their jets fly over the rural areas. A couple of times a week, a fighter aircraft would fly over our village. The noise was a distraction, but not an inconvenience. People were accustomed to it. The chickens seemed to be able to lay eggs. The cows made milk that was made into superb cheese. In other words, the people and livestock were living with the occasional noise from the jet aircraft.] BI-1

My professional training has been in environmental engineering and environmental law. I spent much of my career in work related to environmental impact assessment. I am not professionally

11/10/2014

involved in your project. Based on my professional background, it appears that the Air Force is doing a pretty good job of responding to people's concerns.

Several of the speakers at the public meeting expressed concerns about compensation. The format of the meeting did not provide an opportunity for the Air Force to respond, so I do not understand what the Air Force plans to do about the issue of compensation. Let me respond from my background as an environmental lawyer. I believe the expansion of the Training Complex constitutes a "partial taking" of people's land. Although the Air Force may need to use this air space for some years, this taking is not likely to be permanent. Therefore, on a temporary basis, I believe people will suffer reduced property valuations and reduced opportunities to make the best use of their land. In turn, the Air Force should compensate them on an annual basis, like an oil lease or easement.

SO-1

Let me tell you a story about compensation which may shed some light on the challenges faced by land owners and the Air Force. I recall a situation from my youth when the Maryland State Roads Commission dramatically widened the road in front of our house. Aside from taking some of our land, they raised the level of the road. Our house became "buried" on two sides, so the noise level was much higher, the house was vibrating, and people in passing cars and trucks were looking down into our house. Moreover, our ability to enjoy the house was significantly reduced. The State of Maryland recognized this reality. Consequently, in addition to the \$3000 that they paid us for the land that they took, they also paid us \$3000 in "proximity damages." We felt that was a fair way to handle the situation. We continued to live there for two more years until we could pull together enough money to move to a house in a quieter neighborhood.

In conclusion, assuming the Air Force can create a satisfactory compensation scheme, I am an enthusiastic supporter of the proposal.

Sincerely,

nn lu

1070

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 11/10/10

EASE PRINT

Please see on back Thanks

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>Glenn Gay</u>
ORGANIZATION:	<u>[REDACTED]</u>
ADDRESS:	<u>[REDACTED]</u>
CITY/STATE/ZIP:	<u>[REDACTED]</u>

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HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

**Final
November 2014**

My concern with the Powder River Training Complex will be sharing airspace with large, low altitude, fast moving military aircraft. I own a ranch within the proposed complex and use a small relatively slow moving airplane for ranching operations. Most of my flying is done early in the morning, at low altitudes and VFR. Since VFR is see-and-avoid, my concern is see-and-avoid with high speed military aircraft at low altitudes.

1070

SA-7

If I knew when the MOA was active, most of the time I could adjust my flying to avoid the MOA. The EIS in Table 2-10 lists the Time of Use Monday thru Thursday 7:30 – 12:00 L etc. and other times by NOTAM. What would benefit me the most would be a way to find out when military aircraft are actually scheduled to be in the MOA. A phone number or preferably a website that I could access before I flew that listed which MOA and the time military aircraft are actually scheduled to be flying. For example, if I knew that military aircraft were going to be in the PR-2 MOA from 8:30 – 11:30 on a particular day I wanted to fly, I could avoid the MOA at that time. This information would need to be updated daily several hours before the departure of the military aircraft. Sections 2.2.1.3.1 thru 2.2.1.3.4 indicate there is plenty of planning time before takeoff to do this.

AM-12

A website could also be used to inform when the LFE's are scheduled. I don't know how the LFE's will affect my ranching operations, hopefully not. But if there is a negative aspect, I might be able to schedule some of my operations on a different day. The earlier I know about the LFE schedule, the better. And I am sure there is plenty of planning time to allow this.

The more current information I have access to, the better I will be able to mitigate any adverse impacts the proposed training complex will have on my operation. Thank you

Glenn Gay

Rec'd 11/15/2012

**Final
November 2014**

1071

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 9/30/10

PLEASE PRINT

The presentation by the AF ACC representative (Ms Linda DeVine) was outstanding. Ms DeVine deserves a pay raise for her outstanding work.

NP-3

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME: <u>Tom Atkinson</u>
ORGANIZATION:
ADDRESS:
CITY/STATE/ZIP:

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HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1072

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 9/27/2010

PLEASE PRINT

My concerns: Who is responsible for any potential (to) crashes, unauthorized releases? SA-20
Who will pay for such clean-ups?

Other than that, I agree with the option A from the AF recommendations. GE-1
I don't believe any cultural aspect can be affected by this proposal. Any accusation
that it would is misleading.

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>Anthony Lewis</u>
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

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1073

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: Sept 15, 2010

PLEASE PRINT

- 1) We live in an area that has natural weather extremes. We should not have the problems associated with the size and scope of an expanded training and future increases in number and types of planes on it. SA-3
There is a need to study the affects large and increased number of planes that will use the area. Sulfur has already been shown to modify the cloud properties. SA-7
2) I no longer produce livestock, but rely on farming for my livelihood. A very important part of my operation lies on the timely application of pesticides and insecticides. Herein lies a major problem with the extended training over SO-2

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Kenneth Lee
ORGANIZATION:	Self
ADDRESS:	
CITY:	

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129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1073

crease. The wind vortices from a B1 can extend to 900 feet & when flying at 500 feet they can disperse chemicals being applied. This could injure susceptible crops to injury and cause a liability issue.

SO-2

The prime time for application is in the morning when temperature is low as well as calmer wind. Evening application is harder because of temperature inversions.

Calling Air Force personnel to find out when they are flying is not an option.

AM-12

3) Air Quality

Our air is not as good now as the Air Force would like us to believe because of ~~the~~ training now.

The increase in use of the expanded training areas will greatly increase air pollution. The only sampling area used by the present training area that is located anywhere near is on the Crow Reservation in Montana.

AG-3

Increases in emissions as follows

VOC (fossil fuel)	1800%	increase
CO	721%	"
SOx	682%	"
NOx	692%	"
PM10-PM25	978%	"

These are increases in emissions, which is to say we are not being told about how much the area is going to be used over what it is now.

4) Land Values

Land values will be decreased by noise & air pollution as well. People will be not be interested in purchasing a house or property in this area.

SO-1

This will put a tremendous burden on local governments because of the decreased values.

SO-3

This expansion is not needed for the training for the simple reason all the other planes will have to use the fuel tank here.

PN-2

If this is to proceed landowners & homeowners need to be compensated. I did not volunteer to give my land to the Air Force for any reason.

SO-1

September 20, 2010

Concerning the "Powder River Training Complex" expansion:

It seems your request for an expansion is the norm for all of our government these days. In this particular case it is an attack on where we live and goes to the heart of our only weakness -- low population. But, as you can see by the attendance at these hearings, these few people not yet relegated to the cities, possess a big voice and an even bigger reason to protest your expansion. We grow weary of attending meetings where we express our concerns to some faceless bureaucracy, only to hear later that our concerns were for naught and plans will go ahead.

NP-1

We that remain here value highly these expanses of relative peace and solitude where we accept the howl of winter storms and the roar of summer gales. Now you come to tell us you want to introduce the roar of Bomber jet engines and the afterburners of your fighters. To this request we give a resounding "NO". The only shadows we want to see over our lands are those of clouds and soaring hawks and eagles.

LU-2

We stand by our County resolutions and will consider any expansion of flights, at the very least, an intrusion of our autonomy as citizens of these said States and Counties. We wish to continue as our Forefathers -- raising our children and grand-children, calving and lambing in their seasons and working the land, free of any further encroachments. For if there was only one of us left in the whole area and hewas against this expansion, that would be cause enough for you to abandon your memorandums. We believe the freedom of our country and the preservation of our Constitution hinges on these principles alone. Not on the expansion of the "Powder River Training Complex."

LU-3

I am Sincerely,

Dennis R. Drayton

Dennis R. Drayton

**Final
November 2014**

1075

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 9/20/10

PLEASE PRINT

I support this project

GE-1

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>Dem Crary</u>
ORGANIZATION:	<u>[REDACTED]</u>
ADDRESS:	<u>[REDACTED]</u>
CITY:	<u>[REDACTED]</u>

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Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

September 23, 2010

Concerning the Powder River Training Complex Expansion:

After scoping the Air Force's in depth study of the environmental impacts, they have considered all the aspects and most of the time come to the conclusions, as we have, that the whole plan, if implemented, will damage fences and corrals, disband sheep, make riding horses more risky, startle us, shake our homes and contribute in-general to a more stressful life for all. This is all a given. But, let us be clear, there is much more than the environment at stake. As my good friend and neighbor, Shawn Weissaar, said after looking at the map, "this is nothing, if not a "taking", clear and simple.

Well, ladies and gentlemen, he has hit the nail on the head. We are all here because we are property owners. And, as American citizens, we are endowed with certain inalienable rights, of life, liberty and the pursuit of happiness. That includes the rights to what happens on or over our land. Even to the point of who we allow to enter. The land and skys above are a gift from our Maker and we thank him for the bounty it provides and for the peace and tranquility it adds to the lives of our families.

All of our lands are historically important, having been trod on by the earliest man and animals to the present time. None are more important than what we personally own regardless of the lists that have been made. Now the government has parlied with the various tribes and found that the representatives all voiced their opposition to their inclusion in an expanded training complex. The Air Force has seemingly agreed that on certain circumstances they would try to avoid tribal life and activities. All the time being mindful of the impoverished children thereon. In contrast we other citizens of these areas come in even greater numbers to voice our opposition, while those we elect to Congress abandon us and essentially offer up our lands as sacrifice in the interest of keeping the air bases open. It's as simple as that.

So, don't spend too much time conferring with these representatives because they are not here to offer sympathy nor do they owe us any allegiance in this matter. We must focus our efforts in making our congressmen and women accountable to our wishes.

2nd comment period:

Did you notice that these representatives of the Air Force and other entities have brought no goods to trade with us, no offers of compensation or recompensation. Remember, all the trading was done before they arrived here by the cooperating agencies and those whom we trusted to act in our best interests. All the federal agencies arrayed against us play nice with each other and hard ball with us.

If we cannot prevail in this issue, if our voices and desires are not heeded, a black curtain will have been dropped over the faces at Mount Rushmore. Will we, just as the Lakota the Crow and the Cheyenne before us, be left to cry a trail of tears? We will see, we will see.

Dennis Dreyton *Danston Ranch of the*
Dakotas

**Final
November 2014**

1077

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 9-27-10

PLEASE PRINT

I agree with what the Air Force is proposing.

GE-1

We need an alliance with the Air Force, in case something was to happen to us as people. Hopefully the Air Force would be able to help us.

GE-11

Five
Five people can't make a decision for all of our people. The people only voted that way to get the district meeting over with to get paid for door prizes.

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME: <u>Michele A. Clark</u>
ORGANIZATION:
ADDRESS: <u>[REDACTED]</u>
CITY/STATE/ZIP: <u>[REDACTED]</u>

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1078

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10-25-10

PLEASE PRINT

When I was 10 years old or so, I grew up a Garryowen. The Air Force did their fight practice. We could hear the sonic boom it would hurt our ears and scare our cattle. We would hide because we didn't know what it was. I don't know if we can live with that boom and that noise.

NO-5

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Shannon Rock Above
ORGANIZATION:	Citizen of Crow Reservation
ADDRESS:	
CITY/STATE/ZIP:	

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**Final
November 2014**

1079

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: _____

PLEASE PRINT

*I wonder if any studies have been done
on the safety of breathing in chaff, for animals
and humans.* SA-14

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<i>Alvin Nostrand</i>
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

- ☐ Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: ☐ CD (electronic format) ☐ hard copy format
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1080

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10/15/16

PLEASE PRINT

I do not support any of the MOA (Powder River) alternatives. GE-2

I do a lot of low level flying 200 ft/yr doing aerial applications to crops, wildlife surveys, predator control, and flying back and forth from Miles City to Bison, SD to family ranch, and flying to the little communities in this area. Most of my flying is done in a little cub which is very susceptible to turbulence and probably unacceptable to radar coverage. I like the peace & quiet in South east Montana. SA-7
**** CONTINUE ON BACK FOR MORE SPACE **** LV-2

NAME:	Monte Reder
ORGANIZATION:	Reder Flying Service
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

- ☒ Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: ☐ CD (electronic format) ☐ hard copy format
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Please hand this form in at a public hearing or mail before November 15, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1080

Even with flying VFR with the speeds the air force
is operating ~~it would increase~~ it would increase
put me and my passengers in a very unsafe
situation. SA-7

Public Hearing for Powder River MOA Expansion:

I will be attending the EIS hearing at Miles Community College on October 15, 2010 to oppose the expansion of the Powder River Military Operations Area for the same reasons expressed in the attached letter from Scott Newpower. I am a local pilot that frequently flies within the proposed area of expansion to do my work as an insurance adjuster. I am also the chairman of the Miles City Airport Commission and am opposed to the expansion on the grounds that this will greatly diminish the traffic and, therefore, revenue for the Miles City Airport. Thank you for any help you can provide in helping us preserve the air space we currently enjoy using.

50-10

Lee Richardson

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

November 10, 2010

Ms. Linda Devine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Ms. DeVine:

On Table 3.7-4, Ghost Towns Under proposed PRTC Airspace, you list Whitewood, SD as a ghost town. Whitewood, SD is a thriving small town with over 800 citizens of the Sovereign State of South Dakota. The question I would like answered is this a reflection of the accuracy, of the draft environmental statement for the proposed PRTC or a look into the future of what the USAF plans for the area?

CV-1

President Ronald Reagan signed executive order 12630 which said even a partial loss of property rights was a taking that should be compensated for. Why does executive order 12630 not apply to the PRTC since private property owners will suffer economic loss, social loss and possible loss of health or life through the startle effect?? As you know scaring to death is a crime

SO-1

President Obama signed an executive order giving diplomatic immunity to Interpol, since there are at least fifteen nations that have fighter planes stationed in the United States, if a foreign pilot shoots up a school, like a national guard pilot did in New Jersey or some other structure or citizen of one of the Sovereign States of South Dakota, North Dakota, Montana or Wyoming will the foreign pilot be given diplomatic immunity?? What will be the response of the USAF when one of their pilots does an unauthorized show of force against a rural citizen of any sovereign State, Commonwealth or Republic of the United States?? Reference is made to the 17,000 acre Warren Grove fire started by a flare in an unauthorized show of force by a plane of the DOD of the United States.

SA-17

SA-5

Why are the sounds of the B1B bomber put into dbl DNL when the Air Forces' own literature state that the B-1 sounds are not in dbl?? By averaging the noise level and the frequency of the pollution from the training as this is, it like averaging the impact of a bullet from 50 caliber gun. If averaged over the probability of a USAF fighter shooting a citizen in the MOA, say once in every 500 years, then the bullet would harmlessly bounce off. Thus all noise levels and sonic booms should always be in the maximum exposure. How does the USAF propose to keep the sonic booms inside the MOA boundaries??

NO-4

The draft EIS does not address the fact that wind energy development in the proposed PRTC will come to a stop, because of a lack of liability insurance

SO-17

availability in a MOA. How does the USAF propose to compensate the counties for the loss of property tax revenue??

SO-3

In comparing the "Life Cycle of Chaff and Flares" presented at the scoping meetings it states "In rare cases of fire Ellsworth AFB and local agencies would rapidly respond." In the draft EIS the information has been changed to "The Life Cycle of Dispensing Chaff and Flares" but the very troubling change is "In extremely rare cases of fire, local agencies would respond and notify Ellsworth AFB PA." Does this mean that the AF is not a good neighbor, as a good neighbor would quickly go to the aid of a neighbor especially if they had started the fire. It appears that the AF sees itself above the very people it says it is going to protect.

SA-6

George Stone, airspace manager at Ellsworth in a Rapid City Journal article acknowledges that more planes will likely be using the complex after it is expanded, while in another article Col. Jeff Taliaferro says "While the size of the air space is going to increase the amount of traffic isn't. Does this mean that there will be more different plans that fly less or does the left hand not know what the right hand is saying??? Living a quite life under the flight path to and from the proposed MOA I am very concerned about my health, livelihood and the survivability of the eggs of the wild birds. As I am sure the information was inadvertently omitted concerning the vibration that B-1 has on the survival of fertilized eggs.

AM-2

SA-22

BI-2

This draft does not address the impact the increase air traffic will have on the citizens of the Sovereign State of South Dakota that are in the path of the planes coming and going day and night in a LFE which the GAO has said are a waste of money and disorganized. What makes the AF smarter than the GAO??

LU-2

Best Regards
Allen Olson

[REDACTED]
[REDACTED]

**Final
November 2014**

1083

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 9-28-2010

PLEASE PRINT

See attached letter

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>Anita Lee</u>
ORGANIZATION:	
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: ☐ CD (electronic format)

☒ hard copy format

No, please do not include me in the mailing list for distributing the Final EIS. I do not wish to receive an EIS or further information.

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Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

2-1 1-1

**Final
November 2014**

1083

September 28, 2010

Ms. Linda Devine
HQ ACC/A7PS,
129 Andrews St,
Langley AFB, VA 23665-2769

Dear Ms. Devine,

I am Anita Lee, I have lived on this farm with my husband Kenny for 41 years. I would like to explain what air space means to us.

We raise wheat, alfalfa, sunflowers, and millet. Starting the first of September, Kenny, and our son Rick, will spray all of the ground that is to be planted to winter wheat. They usually use ground sprayers with Roundup

(name of chemical). Ground sprayers are self-propelled, or pulled by tractors and roll on the ground. Ground rigs are safer than spraying with air planes but they still have to watch weather conditions very carefully. The wind must be from the right direction to protect neighboring fields, trees and pastures, and not be over 20 miles per hour. The temperature must be between 50 and 85 degrees. In South Dakota, this is a challenge. The spraying is almost all done between 5 am and noon. By noon, the wind is usually too strong and sometimes the temperature is too high. Also, they must have several hours before a rain, so the chemical can be absorbed before it washes off. If the ground is muddy, they must hire a 'crop duster', which means a spray plane.

In this area, winter wheat should be planted between September 10th, and the end of October. The ground must be sprayed before the wheat is planted to kill the weeds. If it is not sprayed, the weeds will take all the moisture and the wheat will not come up. They can't spray the weeds after planting because Roundup will kill the little wheat plants. They plant about 2500 acres of winter wheat and it is always a grueling task to get it all done on time. Any day that they can't spray adds to the stress. Wheat must be planted by the end of October to qualify for crop insurance. Crop insurance is necessary for our financial security and peace of mind. Also, most lenders will not loan money to operate on if the farmer doesn't have insurance. (They want to be sure of getting their money back.) If wheat is planted earlier, there is more damage from grass hoppers and crop diseases. Since winter wheat is the biggest and best crop for this area, we need our air space from September 1st till October 31st.

Obviously a jet will not hit a ground rig and kill the pilot, but wing vortices can move the chemical to the neighboring field or trees. Since any spraying operation must avoid wind over 20 mph, a passing plane would disperse the chemical onto the wrong field and kill alfalfa, grass, etc. This would be like having a low flying jet pass over a car being painted. Suddenly, your beautiful red paint is all over your neighbors' cars, houses, windows, etc. Chemicals can't be 'removed' like paint.

SO-2



**Final
November 2014**

1083

September 28, 2010

International regulations require commercial airlines to be separated by 6 nautical miles to protect them from wing vortice interference. This is conservative since research has shown that wing vortices move about 90 knots per hour and remain about 10 miles behind the plane. **Small aircraft are supposed to stay at least 1000 feet below other aircraft.** Vortices stay longer in calm winds and dissipate faster in higher winds. Ag sprayers only work in calm to light wind conditions. Since the Air Force claims to be flying at 500 feet AGL, (and current residents of the Powder River MOA say it is more like 100 feet), clearly the wind vortices will be a problem for agricultural chemical application.

SA-7

From October till January the calves will be weaned and confined. Since the Air Force has already promised not to fly over us when these activities are taking place, we will not go into that. I think everyone understands the danger to humans and animals when they are confined and spooked by low-flying aircraft. Calving and lambing runs from January through June. Since the Air Force has promised not to fly over us then, I will not go into the even greater threat to animals and humans when animals are spooked at calving and lambing time.

BI-4

April brings us to the time when the winter wheat must be sprayed to kill the spring weeds. This is the most difficult spraying operation, and when many farmers who usually use ground rigs have to call crop dusters. This is the time when spring rains often make the fields too muddy to drive through. There is about a 2-week window when this has to be done. If it is sprayed too early, weeds will sprout up after spraying and choke out the wheat. If it is sprayed too late, the wheat will be damaged. This time span is sometime in April through May. It varies with the maturity of each field. This varies because of planting time, weather, location, etc. If it is not done, the crop will be poor, or lost completely. We need our air space in April and May.

April through June brings us the completion of calving, and branding time. Branding takes a long time because each rancher picks his own days, reschedules for rain, days he helps his neighbors brand, etc. Since The Air Force has promised to avoid us during this time, we won't go into that.

April through June also brings the chemical application for the spring crops (spring wheat, corn, millet, sunflowers, safflower, oats, etc.) This is just like the fall spraying for winter wheat.

SO-2

Some years, because of extra rainfall, the winter wheat must be sprayed again before harvest. This is usually done with a plane, so that the mature heads are not knocked off the wheat. This is done in July and August. Sunflowers are also sprayed in the late summer to kill insects. Sunflowers must be sprayed by air because they are too tall for a ground sprayer.

Alfalfa can be sprayed from April through September to kill insects. This brings us around to September again when we start spraying the winter wheat ground. Farmers spend as much time on their spray rigs as ranchers spend on their horses.

The north west corner of South Dakota raises 5 to 7 million bushels of winter wheat a year. This is a million loaves of bread a day. North Dakota raises more wheat than South Dakota. This doesn't count all the other crops. Cattle is the number one commodity to come from this corner of the state. The average farmer puts about \$200,000 a year into the local economy and pays about \$20,000 in state and local taxes. There are about 3,500 farms in this corner of South Dakota. My numbers only apply to the north west corner of South Dakota, covered by this training area. I do not have the Agricultural Statistics books from the other three states, so I left them out.

This is a little idea of the number of people in the world who will go hungry if you take our air space. I hope you plan to reimburse us for our lost income and reimburse the state, counties and cities for the lost tax revenue and sales.

SO-12

**Final
November 2014**

1083

September 28, 2010

You may think this is more important than making 12 to 24 B-1s travel to Nevada to train, but I hope you understand that we DO NOT.

Another concern is the way damage claims are handled. I have spent some time studying how damage claims are handled in other MOAs and I have found they they are usually not handled. The EIS stated several times that claims would be handled out of the Ellsworth Public Affairs Office, and gives a phone number. I dialed that number to see what happened. I got an answering machine. I gave my home and cell phone number and requested a call back. That was 4 weeks ago and I have still not received my call. That is about the way other MOAs handle claims, according to the reports I have read. At the EIS meetings, the Air Force speakers talk about how few damage claims they receive. I can certainly believe that. They don't pay claims, so people just give up.

GE-8

Crop damage, like I described above is not covered by any type of private insurance. This is another reason that we **can not farm in a MOA**. A fair way to handle claims is to turn them over to local authorities. Whether it be the Sheriff, County Commission, or a special board, they should be accountable to an elected County official. If, as the Air Force claims, there will be no damage, this should not be a problem. If there is a problem, the fifth amendment says "*nor shall private property be taken without just compensation.*"

SD-12

Thank you!

Anita Lee

[REDACTED]

1084

October 8, 2010

Ms Linda DeVine
HQ ACC/A7PS
129 Andrews Street Room 337
Langley AFB VA 23665-2769

Dear Ms DeVine:

This letter is a follow up to my letter of July 31, 2008. I continue to be adamantly opposed to the Proposed Powder River Complex expansion. The Air Force may think this is desolate country but it is not! This area is one of the most productive areas in the State of Wyoming.

GE-2

Having experienced low level fly overs, it would definitely affect my cow/calf operations, not to mention the huge abundance of wildlife in the area. Specifically, low flying aircraft, sonic boom disruptions, and the use of chaffs and flares will be a significant disruption/disturbance to my livestock, myself, and the wildlife on my ranch. Stress caused by this disruption from your training flights would decrease my breed back rate nearly 40% (documented by cases in Nevada). This would devastate my ranching livelihood! In addition, the wildlife and their reproduction would also suffer!

SD-13

Chaffs and flares also being used during your night training will potentially cause large scale brush/grass fires. Your draft EIS might not have taken into account that in this portion of northwestern Wyoming we are not afforded the luxuries of fire equipment and personnel at every corner. We are ranchers and, therefore, depend on ourselves, our neighbors, and our local volunteer fire departments! In this area of Wyoming a small brush fire caused by one of your flares can get out of hand in a minutes time and devastate thousands of productive acres!

SA-5

SA-6

I live and ranch in Crook County, Wyoming, which is within your proposed training expansion. This proposal would definitely and significantly devalue my property and livelihood. This would destroy any hope for future profits and retirement and, is certainly not the American Way!

SD-1

Perhaps the Air Force should use some land in a desert area or other non-productive land owned by the Government.

] PN-2

Thanks for your consideration and understanding of the impact to our lives and our livelihood with this proposed expansion!

Sincerely,



Antone Swanda



cc: Senator John Barrasso
PO Box 22201
Casper WY 82602

Senator Mike Enzi
PO Box 33201
Casper WY 82602

1085

12 Nov. 2010

TO WHOM IT MAY CONCERN:

This letter is to express my opposition to the Powder River MOA Expansion. My interest in this matter comes from my back ground as a cattle ranch owner, Pilot, Chairman of the Montana Community Airport Association and citizen of Montana. I testified in both of the hearings at Colstrip Montana and do to the constraints of the system it was impossible to make it clear on all the things that you are mis-representing with inaccurate assumptions. Your input of what you consider important without consideration for the view and needs of others is shocking. Your grasp for this huge amount of airspace is unjustified considering what you actually require. I have been following this expansion proposal for a number of years and there is no need to reiterate the issues that you continue to cast aside as unimportant or negligible from your view point. You do not seem to understand the tremendous impact that you are creating upon our environment and economic lively hood here in Montana. Your disregard of personal property rights concerns me. You have come here with a presentation that is bias in nature to request far more airspace than you need and then try to hood wink the American public into thinking they are less than patriotic if they disagree with you. This behavior is far less than the standard that I would expect from our Armed Forces and Government. I think you have forgotten who and what you represent. With your less than honest presentation I am confident that the people of Montana can demonstrate that your requests for this huge airspace grab is unjustified. I'm convinced that this much airspace is not required for the training of our military at the level that you are suggesting. Rest assured that if you do not reconsider down sizing the magnitude of this expansion that you will bring resistance from all of Montana that will certainly cause you grief in this or any future expansion that you might attempt to justify. You are damaging your credibility with these kinds of presentations. The American public is fed up with this kind of power policies and I suggest that you begin here by reconsidering to down size this Powder River MOA expansion.

] GE-2

] PN-2

] GE-3

Best Regards,

Bailey J. Egan

[REDACTED]
[REDACTED] [REDACTED]

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: Nov 6, 2010

PLEASE PRINT

We attended the meeting on the Powder River Training Complex held in Etalaka in 2008 and 2010.

We are still not convinced this is a good idea.

I wrote you before the first EIS comment. We received a copy of it and could hardly read it all read, and understood!

My son and husband both fly. Our airstrip is just down the valley from Etalaka. We feel these air force planes would hinder our flying to check livestock, fences and water.

According to the maps, your planes would be flying

**** CONTINUE ON BACK FOR MORE SPACE ****

(over)

NAME:	<u>Betty Jo & Fulton Castleberry</u>
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

- ☒ Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: ☐ CD (electronic format) ☒ hard copy format
- ☐ No, please do not include me in the mailing list for distributing the Final EIS. I do not wish to receive an EIS or further information.
- I already signed up for this

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Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1086

Over EXALAKA and our airstrip. It would
be a great inconvenience to have to call the Air
Force when we need to check livestock in a hurry.

There are many ranchers, and other people
who fly in Carter County, I'm sure it would
inconvenience them also.

We are also afraid of fires from the flares and
the chaff would pollute the landscape.

We're also afraid the sonic booms would scare the
livestock.

Let it be noted: We are against this proposed
expansion of the Powder River Military Operations
area.

We feel this is another Government "taking"

SA-5

SA-27

BI-4

GE-2

SD-1

Sincerely,

Betty Jo and Fulton Castleberry

Rec'd 11/16/14

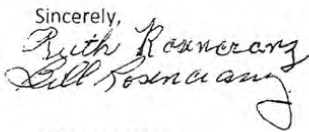
September 17, 2010

Re: Powder River Training Complex
Environmental Impact Statement

Ruth and I attended this Environmental Impact session at the Belle Fourche Area Community Center on Wednesday, September 15th. It was a pleasure of meeting you there. Enclosed is a poem written by Ruth Rosencranz pertaining to the B1 Bomber that had crashed on our land in Montana.

Thank you for your time and have a great day.

Sincerely,

Handwritten signatures of Ruth Rosencranz and Bill Rosencranz. The signature of Ruth Rosencranz is written above the signature of Bill Rosencranz.

Bill Rosencranz
Ruth Rosencranz

9/15/2010

Final
November 2014

1087

My comment regarding to the Air Force Environmental Impact Statement for the Powder River Training Complex that was held on Wednesday, September 15th, 2010 at Belle Fourche Area Community Center, Belle Fourche, SD:

The aircraft, such as the B1's and the B52's, the Air Force need to fly their missions to prepare protection for our country. We, Bill and Ruth Rosencranz are willing to let the Air Force fly over our land/ranch at anytime; we need them in the air, to protect us from foreign abroad.

] GE-9



SOARING THROUGH THE SKIES

*The beautiful, clear, light blue southeastern Montana Skies
Grace the rolling and grassy plains below.
The animals roam with beauty,
And feed from the weathered prairies they know.*

*The gracious birds soar through the air,
And their companions come there to meet.
With the welcoming sight of the fast moving B-1 bomber,
Fulfilling this fresh air, with its greeting mission in flight.*

*Their whooshing sound that is often heard,
When quiet moments are greeting our mind.
Alerts us that our visitors have again returned,
And with a quick look, you might find.*



*One mid-September afternoon,
When area ranchers were involved in the basic fall chores.
A mushroom of smoke bellowed upon the sky,
And brought immediate fear into their eyes.*

*They rushed to their nearest equipment and phones,
And quickly, raced over the rolling plains.
To view this frightful and overwhelming event,
Of an unexpected B-1 bomber plane.*

*This devastating time in their lives,
Brought immediate and emergency attention to those near and far.
With love ones losing their main stay in life,
This day will never be forgotten where ever we are.*

*While the four men aboard perished into heaven above,
Leaving their love ones, and friends behind.
Our hearts with special and caring thoughts,
Honor these dedicated men who will never leave our minds.*



Ruth Rosencranz

1088

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 9/17/10

PLEASE PRINT

My Comment:

The aircraft, such as the B1's and the B52's the Air Force need to fly their missions to prepare protection for our country. We are willing to let the Air Force fly over our land/ranch in Montana at anytime; we need them in the air, to protect us from foreign abroad.

GE-9

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Bill or Ruth Rosencranz
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

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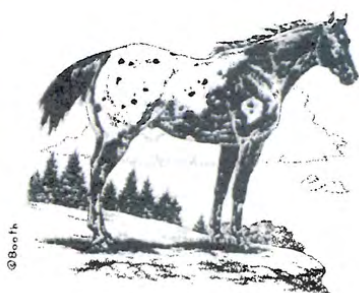
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Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

0 16 Sep 30, 2010

1089



12-29-10

Dear Ms. Delane,

I am writing to oppose the Powder River Training Complex proposed for areas of Wyoming, Montana + the Dakotas. It would be a major inconvenience + expense for those of us living + flying general aviation in this area. I ask that this all be considered in the decision making process.

GE-2

Thank you.

Sincerely,
Chuck Ford

1090

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 11/7/10

PLEASE PRINT

I am in favor of expanding the Powder River YOA. As an active pilot I feel we deserve a method of notification when the airspace is active. I would be in favor of a web site that would be real time and would give a fair, advanced notification. A ~~computer~~ hour notification would be adequate. Another option that could work would be a beacon that is installed in an aircraft. The military aircrafts could have a receiver to pick up the signals. Just my thoughts. Have a good day.

GE-1

AM-12

AM-8

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Craig Appelman
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

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☒ hard copy format

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Please hand this form in at a public hearing or mail before November 13, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Final
November 2014

1091

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

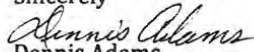
Dear Ms. DeVine,

The proposed Powder River Training Complex flight area over North Dakota will occupy airspace I use most often while I pilot my Cessna 172, N 171VA. I fly out of Mandan ND for pure enjoyment in 171VA which is a 1979 aircraft I learned to fly in when I turned 60 years of age. This vintage and many of the 60 aircraft home based at our Mandan airport, Y19 have concerns sharing the skies with a computer pilot in the left seat while we have only basic equipment in our aircraft.

The way I understand the situation a (PRTC) training mission maybe activated at a moments notice which may make one of us violate unknowingly the airspace we are so comfortable in at the present time. The additional activity of low very big very fast aircraft may put one of us in jeopardy of loosing life limb or license. Please find a neighborhood less interested in what is going on in their airspace than your friends in Mandan, ND that love our skies just the way it is today and want to keep it that way.

AM-12
SA-7

Sincerely'


Dennis Adams

1092

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10-22-10

PLEASE PRINT

As a landowner, livestock producer, grain farmer and pilot who has lived in the middle of the training area since its conception I would like to offer my comment. My livestock has become bored with B1's and rarely stop grazing. Conception in my livestock is in the upper 90% range and our shipping weights have increased. The only time I am concerned about livestock is when I am riding a young horse. I can't imagine this expansion affecting my farming operation. As for being

BI-1

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Duane Richards
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

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HQ ACC/A7PP
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1092

a pilot since 1978 flying a Piper Cub. I can say I have been closer than I felt comfortable but never was close to a problem and have not decreased my flying time due to military air traffic. I was one of the first volunteer firefighters to respond for the one B1 wreck in this area but considering the number of hours + flights that the air force has flown the safety rating must be very high. I am all for the expansion and look forward to seeing some different aircraft. I only wish they could stop and give me a ride. I also glad it is our military flying over and not someone else.

Thank You for the opportunity
to respond

1093

Ms. Linda DeVine
Program Manager ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665

I oppose the expansion of the Powder River Airspace. Aside from interfering with aircraft in the area, the use of flairs and chaff will impact the environment as well as the livestock in the area.

] GE-2

Reconsideration of this proposal is necessary. The Navy and Marine Corps have airspace stretching from California to Oregon, and the Air Force uses this space in Joint Training Operations. Continued militarization of the United States airspace is in conflict with the freedoms currently enjoyed in this nation.

] PN-2

Citizens are watching the misapplication of the military while the military continues to push the edge of the envelop with respect to its limits under a Constitutional Government. Such expansion of the military, even into space, is discomforting to a populace currently experiencing what may well be an illegal war.

] GE-3

Although war may be good business, it's bad policy. And a military constantly training to conduct war is bound to pursue warfare. The expansion of the Powder River Airspace for use by the military is a furtherance of continual warfare, aside from the interference civil aircraft and livestock producers will experience from the operations to be conducted in this airspace.

] GE-6

I urge the rejection of this expansion.

Sincerely,



Edward A. DeCastro



Attention:
Ms. Linda Devine
HQ ACC/A7PS
129 Andrews St. Room 337
Langley AFB, Va. 23665-2769

They will take over 35,200 square miles of our space. When asked why you are taking our space? The answer back was "You are a non populated area and a non producing area." {Apparently we live out here and do nothing}.

Here are some points to think about. If they have all of our air space controlled by them.

1. How will The Oil Company's and Natural Gas Companies check there pipelines? Planes fly daily checking for leaks.
2. How will the crop dusters work? They fly when the wind does not blow. They would have to wait till the Air Force is done with practice runs.
3. Those of us who have the state trapper fly for predator control, He will no longer be able to fly.
4. Ranchers who check their cattle and sheep by flying over will have to go a different route.
5. This one really worries me, before the Air Ambulance can come to your town they have to get cleared airspace from the Air Force. They say they will give it but how fast will that replay come back?
6. The Local person who owns their own aircraft, when will they be able to fly?

SA-21

SO-2

SO-15

SO-11

SA-19

AM-12

Yes they will leave chaff from there practice runs, no comment has been made as to taking care of the sheep producer if his wool is discounted for having chaff in it.

SO-12

I am against having the training area operating in this vicinity, as it appears to have more disadvantages to our needs and way of life than there will be advantages. We produce a lot more than you realize, and having this operating in our area will not be beneficial to our output. I am a cattle rancher, and we cannot pay the bills by doing a 40 hour week like most people do. These restrictions will just make the job we do more difficult and time consuming.

GE-2

LV-3

Frank Mehling

██████████
██████████
██████████

**Final
November 2014**

Nov-15-2010 02:25pm From-

T-167 P.002/002 F-855 1095

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: November 15, 2010

PLEASE PRINT

Powder River complex expansion raises concern for GA operations for directly
affected airports in the complex area and for the many GA aircraft
transient flights.

SO-10

I understand and respect the military's need to train. This proposed
training complex is a massive amount of Montana airspace and it will
have negative impacts on GA aviation.

AM-6

Please reconsider the amount of airspace to be used in
the Powder River Training Complex.

Respectfully Submitted
Jeanne E MacPherson

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>Jeanne MacPherson</u>
ORGANIZATION:	<u>Montana Pilot's Association/SAFE Instructors</u>
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

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HQ ACC/A7PP
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769
Fax (757)-764-1975

email
ACC.A7P5e.langley@af.mil

Written Comment Sheet Public Hearing for the Proposed Powder River Training Complex
--

Thank you for your input!

DATE: 11/03/2010

PLEASE PRINT

I attended the public hearing for expanding the Powder River Training Complex held October 13, 2010 at the Baker High School AV room in Baker, Montana. Through public hearing testimony, eleven or twelve local individuals from the Baker and Fallon county area voiced their concerns and opposition to this expansion. At least half of these individuals are also pilots. Probably the most important concern would involve the Air Ambulance aircraft that provides emergency medical service to eastern Montana having to obtain IFR clearance when the PRTC/MOA is in use. Other concerns mentioned related to business type private jets and other business related aircraft not being able to fly into the PRTC/MOA area due to IFR flight restrictions, economic hardship on the local FBO due to fewer business related aircraft landing at Baker Municipal Airport, local pilots being apprehensive to fly VFR into an active MOA

SA-19

SD-5

**** CONTINUE ON BACK FOR MORE SPACE ****

continued on back

NAME:	Jerry Lang
ORGANIZATION:	Lang & Sons, Inc.
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

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1096

that is frequented by large and much faster military aircraft flying at low altitudes, transient pilots stating they will not fly to an airport located within the newly expanded PRTC, the "startle" and other effects on domestic and wildlife animals, noise and annoyance issues from the military aircraft during training exercises, possible contamination issues related to the dropping of chaff, devaluation to properties and real estate underlying the proposed expansion of the PRTC, and economic impacts to the region if the expansion is approved.

Now, I would like to add my sentiments on the issues previously mentioned. The Air Ambulance aircraft, usually flying out of Billings, Montana, is of great concern! This aircraft provides life saving abilities to rural communities that cannot offer the medical facilities and/or doctoring capabilities provided for at the Billings hospitals. It is mentioned in the EIS Alternatives A through C that emergency-related flight activities, such as life flight, would have priority over the military training aircraft. ATC would notify the military training aircraft of the nature of the emergency, and the training aircraft would relocate or vacate the airspace. The question is "how long would it take for ATC and the training aircraft to release the MOA airspace for a life flight air ambulance to accomplish it's mission?" When the doctors make the decision to dispatch the ambulance airplane to any of the rural communities it serves due to a life threatening situation, that aircraft needs to get into the air and head towards it's destination as quickly as possible without any delays!

Eastern Montana, and western North Dakota are situated within a large and very active oil and natural gas producing field. The Baker Municipal airport is frequented regularly by company jets, and other corporate types of airplanes related to this type of resource development. It has been reported that these business aircraft are required to fly under IFR rules due to insurance requirements, and possibly a general requirement for the type of aircraft. If the PRTC expansion is authorized, this would cause a hardship for these business endeavors whereas the resource companies involved need their people to be in several locations as quickly as time will allow.

Baker Air Service, Inc. is the local FBO at the Baker Municipal Airport. This FBO relies on aviation services that includes fuel sales to incoming traffic. If business related aircraft cannot fly into the area due to IFR restrictions when the PRTC area is active, this will likely cause an economic hardship to this FBO due to lost revenue from fuel sales. This FBO also flies an extensive pipeline patrol for the energy and oil companies in this area. The weather in eastern Montana can change quickly, sometimes after the pipeline patrol pilot(s) have been in the air for awhile. Visibility problems could require the pilot(s) to initiate a GPS instrument approach for landing. How would this be possible under the "no IFR flight" in the PRTC?

Local pilots have expressed an apprehension about flying in the same airspace occupied by B-1 bombers and fighter aircraft. Most locals fly at 500' to 800' AGL and quite often are looking downwards instead of outwards. Try to imagine the closure rate between a light airplane versus a military jet. The Super Cub pilot will be the big loser!

Baker Municipal Airport receives a fair number of out-of-area transient pilot visitations

2

SO-5

SO-13

SO-1

SA-19

SO-8

SO-5

SO-17

SA-3

SA-7

SO-6

per year. Some of these pilots also purchase aviation fuel, and may have Baker Air Service do maintenance on their aircraft. Some of these pilots have stated they possibly would not fly into Baker Municipal Airport in the future if the PRTC expansion takes effect. This would cause another hardship on our local FBO.

SO-6

Another concern relates to the "startle effect" and spooking of domestic animals from the low flying military airplanes. I, too, am also a rancher and farmer living east of Baker, and would be included in the newly expanded PRTC. I also own and fly a Cessna airplane, and have personally witnessed a "startle effect" on confined cattle while I flew over another rancher's corrals at 800' AGL. Another local rancher, who also gave testimony during the Baker meeting, spoke of the problems that low flying military jets created for his ranching activities during ground-based target training exercises occurring in the 1980s. He reported that spooked animals ran through barbed wire fences resulting not only in damage to the fence, but also injury to the animals. These animals also possess keen peripheral vision. And, this rancher also gave indication that the pilots were flying much closer to the ground than the allowable 500'. Airplanes are inherently noisy, and the larger and more powerful they are the more noise they create. Atmospheric conditions, i.e. cold and/or moist air, seem to increase the noise levels.

BI-4

The local population may become quite annoyed at certain times of the day, especially after sunset, if they are able to hear one or several military aircraft in the PRTC practice area. This, in my opinion, could be very bothersome during a person's sleep period, especially if a sonic boom took place during this sleep period.

NO-5

Another issue brought to light at this meeting was a concern over possible contamination from the dropping of chaff to the wool that is shorn from sheep. Our ranch does not raise sheep, but when considered, I would agree that this contamination issue is possible. No one person would be able to say where the chaff that is dropped would finally land, considering the direction and velocity of the winds. I do know of some ranchers in the area that raise both cattle and sheep.

SO-16

Property devaluation for lands lying within and beneath the newly expanded PRTC was another concern that was mentioned. To the best of my knowledge, this issue has not been tested in our immediate area, and would be better answered by a property owner in the existing MOA. The EIS states that expected property devaluation would be minimal. A portion of our property, which lies within a very active oil and gas field, has been professionally appraised for surface damage, and the resulting devaluation was minimal. Oil and gas production, in my opinion, will visibly damage the property much more than air traffic above the property will.

SO-1

Negative economic impacts from the expansion of the PRTC could result from the decrease of air travel in the area, hardships to the local FBO, conception problems in domestic livestock, possible contamination to fleece and wool from the dropping of chaff, and the "startle effect" on confined livestock, which could result in a loss of weight gain.

SO-16

SO-13

1096

In concluding opinions and suggestive viewpoints, I would consider Alternatives A, B, and C to have negative impacts on the expansion region as a whole. It has been suggested at a previous public hearing to move the entire training fleet of aircraft to Nevada (NTTR), but the Air Force replied THAT airspace is already too congested. So, why not transport a certain number of training pilots to these other training areas on a rotation basis, and utilize the aircraft that is already stationed there?

GE-2

PN-2

If the Air Force absolutely believes it needs the expanded PRTC to train in, I strongly believe and suggest modifications to the expansion would be needed. One suggestion would be to continue using the existing Powder River MOA for low altitude (500' AGL), and the newly expanded airspace for medium to high altitude training, with the floor not lower than a prescribed height of maybe 8,000' AGL or 10,000' AGL. This would be somewhat similar to the outer limits of FAA Class B airspace, and would allow for IFR flights to continue below the PRTC expansion.

DO-4

While the No-Action Alternative is most appealing, many residents, as do I, have the feeling that the Air Force is going to do what they want regardless of the feelings of the local population. I have not witnessed any willingness by the Air Force to negotiate a plan for the PRTC expansion that would be more consensual for both the local residents and the USAF.

NP-1

The feeling of apprehension the locals have relates back to observations and personal experiences from earlier ground-based target training when a target facility was installed, probably in the 1980s, just a short distance of three miles northeast of the Baker Municipal Airport. These training routes passed over many rural residential areas; and several local residents witnessed F-111 and B-52 aircraft flying at times much lower than the allowable 500' limit. This training route passed 1/2 to 1-1/2 miles west of our farm. While my father was tilling fallow ground during one of these target exercises, an F-111 bomber "buzzed" his tractor by banking left then right at a very low altitude to act as tractor and implement were an obstruction in the bomber's path. When the bomber initiated a fast climb maneuver, my father said the vortices from the wings swirled the dust in the farm ground. The bomber pilot also did a "wing wave" as he/they departed to the north. My father was not amused!

I have in my possession a short video clip of a B-52 and F-111 both making low passes over the aforementioned target base facility northeast of Baker, MT. This clearly shows these two aircraft flying very close to the ground, and exhibiting acrobatic and somewhat reckless maneuvers by the F-111 pilot. This video also shows the wingtip vortices creating swirling dust clouds by the close proximity of the aircraft to the ground. If the EIS states a flight limit of 500' AGL, what will keep these pilots from flying lower than 500' AGL? It is widely speculated that the crash of the B-1 in the 1990s in southeast Montana was caused by some part of the aircraft, maybe a wing, striking the earth during a banking turn. Only those lost souls that were on that B-1 know what the actual cause was. At any rate, this aircraft was most likely flying much lower than 500' AGL.

AM-14

1096

In closing, and I myself being a licensed pilot, flight training adds proficiency to a pilot's skills. I just believe this expansion, as submitted, would be too detrimental for the residents living within the shadow of the PRTC. As I mentioned previously, the video clip showing the low-flying B-52 and F-111 over the ground-based target facility northeast of Baker, MT clearly shows a probable "startle" effect for unassuming people and animals. I would like to show this video to any person(s) who has not had the opportunity to witness the size, speed, effects of wingtip vortices, and problems these low flying aircraft could create.

BI-4

SO-2

I truly believe the USAF needs to re-evaluate this proposed expansion, and try working with the residents living within the PRTC to reach a mutual agreement.

GE-11

1097

October 13, 2010

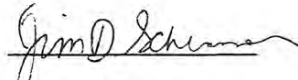
Ms. Linda DeVine
HQ ACC/ A7PS
129 Andrews St, Room 337
Langley AFB, VA 23665-2769

Ms. DeVine,

My son and daughter-in-law attended the public hearing in Broadus, MT, October 12, regarding the proposed fly zone expansion. From the presentation they learned that you will not be using the flares mentioned on your website during county-imposed burn bans. The fire danger is a major concern for me as a rancher in northeast Wyoming. We are further pleased to hear that the chaff used in your training exercises quickly degrades. We work hard to keep our property clean and appreciate the fact you understand that. The sonic boom noise is a bit of an issue for us. The animals of the open prairie will most likely get used to it and most times have room to run if it does scare them. I'm sure occasionally the sound will push them through a fence. I guess we'll have to deal with that. It would be deeply appreciated if your pilots could avoid the flying near the buildings because it will push confined livestock into corners of steel pens and occasionally kill them. We experienced this when there were so many flights back in the early 80s. Is it possible for them to stay away from the buildings, possibly make it part of their training to avoid inhabited areas by a mile and a half or so, especially when breaking the sound barrier? Our coordinates are: N 44' 57.49 W 104' 46.46.

I truly support and appreciate a strong military and want to make it work. I recently watched a series of documentaries on World War II and the Nazis. It makes a person incredibly grateful to live in the United States. We don't want to impede the air force's progress but we do have to make a living and be able to sleep at night.

Sincerely,



Jim D. Schlosser

[Redacted]
[Redacted]

BI-4

SO-13

GE-9

GE-11

1098

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10/25/10

PLEASE PRINT

I own & operate a 10,000 acre cattle ranch in proposed area PR-1A/B/MCA. Am an aircraft owner doing mostly lower level flying in the area. I see problems coming for ex ranchers in this area if the proposal is enacted. Specifically livestock harassment, causing possible property damage or human or livestock injury. Also devolving of land values, due to noise etc. Pollution from discarded chaff & flares. I regard this as a taking of our property rights. Let the Training take place in the established areas Nevada etc. I attended the Sheridan WY meeting 10/19/10. No one there could give an answer about the amount of chaff that would fall on our lands. Over

SO-13
SO-1
SA-27
PN-2
SA-28

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Jim Hamilton
ORGANIZATION:	Private Pilot & Rancher
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

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129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1098

I am in favor of a strong well trained Air Force
and foresee the need for it considering the state of the
world today. However I believe we have adequate training
areas, in less populated areas of the USA.

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 11/06/10

PLEASE PRINT

The low flight activity causes heightened excitability of live stock especially cattle and horses. Therefore it would certainly benefit ranchers if this could be avoided during the months when livestock are concentrated or confined when risk of injury or damage could occur if they were "spooked". For most ranchers in this area that would be in periods of calving (Apr-May) and weaning (Oct-Nov) when livestock are most likely to be kept in small lots or corrals. Your consideration of this situation would certainly make operating in these low flight zones more palatable!!

SO-13

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	JIM JOHNSTONE
ORGANIZATION:	OWNER CHAZZ 3 RANCH
ADDRESS:	
CITY/STATE:	

- ☐ Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: ☐ CD (electronic format) ☐ hard copy format
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Please hand this form in at a public hearing or mail before November 15, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1100

Ms. Linda Devine, Program Manager
HQ ACC/A7PS
129 Andrews Street Suite 337
Langley AFB, VA 23665-2769

Dear Ms. Devine

I commented orally on the proposed Powder River MOA expansion at the Buffalo SD hearing on September 17, 2010 and want to follow up with written comments.

Effects on local civilian aviation:

On page ES-11 of the executive summary, the DEIS estimates that 129 civil operations could be impacted when Alternative A MOA's are activated Monday through Thursday an approximately one third that number on Friday morning. First, I think you need to look at the number of planes that FAA has registered in counties under the Alternative A proposed expansion. I have a list that shows well over three hundred airplanes registered to individuals in just the South Dakota counties under the proposed expansion. I personally know of 18 airplanes, almost all based on ranches, in my county of Harding, South Dakota. When ranchers like myself fly our planes to check pastures and livestock, we do not file flight plans with Flight Service because they are not geared to follow local flights below five hundred feet AGL that are checking livestock in the south pasture of some ones ranch. Therefore, I do not believe you are picking up all of the civilian air traffic in Harding County. I typically fly two hours every other morning all spring summer and fall. Like crop sprayers and pipeline check flights, ranch pilots are looking at the ground and typically fly under 500 feet AGL to avoid traffic which brings us to the proposed 500 ft floor of Alternative A. I learned when I was a student pilot, that wing vortices from heavy aircraft go down 900 feet below the aircrafts flight elevation and travel out in a forty five degree angle somewhere around twenty knots. If I am flying my 780 pound Piper PA-11 at 300 feet AGL, over my property looking for sheep, checking fences etc., and a B1 flies over me at 500 feet, the turbulence could cause me to crash. Approximately 19 years ago I was crossing a low level military training route north of Belle Fourche, Butte County SD in a BC 12D Taylorcraft. I was really scanning because I knew the route could be active. At the last minute, I looked back behind and saw a B1. wings swept back, at my elevation, less that one quarter of a mile away, turning toward and bearing right down on me. I dove for the ground and flew out at a 45 degree angle and fortunately, did not get in any turbulence. I don't believe they ever saw me. This MTR is clearly marked on sectional charts. It was my responsibility to watch for B1's and I was. Here is the point. A B1 with wings swept back coming toward you at low altitude several miles away does not have a large profile and is not easy to spot coming directly toward you even with the most vigilant scanning. At their speed of travel, they close on a small plane traveling at 70 knots before you can them coming. A small fabric plane is very difficult for them to see. For these reasons, the proposed 500 ft MOA floor is not safe for civil aviators or military flights and must be raised to two thousand feet because of the wing vortices.

AM-4

SA-9

SA-7

1100

Specific Impacts on Sheep Ranchers

Northwestern South Dakota and southeastern Montana is major sheep producing areas. There are 30,000 plus sheep each in Butte and Harding counties and around 18,000 sheep in Perkins county just in South Dakota. Center of the Nation Wool in Belle Fourche SD is a major wool shipping point in the United States. I know you have received testimony from Larry Praeger, manager of Center of the Nation Wool, about the importance of wool to the military coming from the area underlying the Alternative A proposed expansion. My 2010 wool production went into the military contract. The first point is: when chaff is dropped over pastures with sheep in them, will it contaminate wool on the sheep. This should be determined prior to any chaff deployment. My west ranch is under the current Powder River MOA, but we have, to my knowledge, not had chaff deployment.

SO-16

The second point is the ability to conduct timely predator control with permitted airplanes under the MOA. I am permitted by South Dakota to conduct predator control with my airplane and work with my neighbor on the adjoining ranch that also runs sheep and is also permitted to do aerial hunting. We have been able to minimize sheep loss to predators on our ranches. Others are not so fortunate. I know of one ranch in Harding County that has lost 100 lambs this summer. If I start losing sheep to predators, and military flights down to 500 ft. in the proposed Powder River MOA expansion stop me from using my airplane to control predators, I will have to sell my sheep period. I cannot wait a few days and while continuing to lose animals to predators. This is true for all the sheep producers that I have talked to.

SO-15

Flare and Chaff Deployment

In addition to potential contamination of wool, dropping chaff on pastures with sheep lambing and cows calving in the spring is not conducive to good animal husbandry. If the contamination question can be answered, chaff deployment should be done only in the winter time to minimize impact on young lambs and calves. Flares are more problematic. Page ES 15 of the executive summary states that every three years a dud flare could fall and there is a slight potential for increased fire risk if flares are accidentally deployed substantially below authorized altitudes. The October 3rd issue of the Rapid City Journal reported that in 2007 a flare was accidentally deployed too low 25 miles north of Atlantic City NJ. at the Warren Grove Gunnery Range. 6000 people were evacuated, 17,000 acres burned and 13 homes were destroyed or damaged. This is what we are worried about. If this happened on my ranch, who pays for the damage, and where do I move my livestock so they have grass to eat and who helps me do it? There is a natural gas field on part of my ranch and parts of neighboring ranches in southwestern Harding County. There is another natural gas field southwest of Buffalo SD. From Buffalo SD north to Rhame ND and Bowman ND there is continuous oil field. To my knowledge, there is no firefighting equipment capable of handling gas or oil field fires in Harding County should a flare start a fire like the New Jersey event. If flares are used, they should only be deployed in the winter to minimize fire danger and impacts on young livestock. Finally, how do you determine that this fire risk is acceptable to people living in rural areas, but not acceptable to people in urban areas?

BI-5

SA-5

SA-6

SA-12

SA-13

1100

Impacts on Sage Grouse

Since your scoping meetings were conducted, the US Fish and Wildlife Service listed the Sage Grouse as "warranted but precluded" under the Endangered Species Act. This is a first step to an endangered species listing. Marion Adkins, BLM area manager for South Dakota, was quoted in the Belle Fourche SD Butte County Post, saying that there are no studies on the effect of noise on Sage Grouse. I don't know if noise affects Sage Grouse or not. You, however, need to know before Alternative A is implemented. If noise, chaff, flares, or any other activity related to low flying military aircraft impacts Sage Grouse, the Air Force can stop flying. We cannot just walk away from our homes and ranches. We would be left with increased costs modifying our ranching practices to help a species that may be endangered from activity that we have had nothing to do with and no control over.

BI-3

SO-1

Thank you for the opportunity to submit comments on the Powder River MOA Draft Environmental Impact Statement.

Sincerely:

Larry Nelson

[Redacted Signature]

1101

28 Dec 2010

Ms. Linda DeVine
Program Manager ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665

Dear: Ms. DeVine

Please accept my opposition to the proposed Powder River airspace MOA expansion.

The expansion is not necessary. Dropping of flares is a fire hazard in the West. Dispensing metallic chaff is old technology and is a hazard to other aircraft and wildlife besides polluting the environment. Is the Air Force going to send out teams to pick-up the chaff and spent flare casings of different jurisdictions without leaving the land damaged? I think not.

PN-2
PN-3
SA-5

SO-12

The Powder River MOA is an artificial block to low altitude general aviation air traffic flying North and South along the front range because of the higher altitudes to the West. Expanding the MOA four fold will cause deviations and increased costs for those operators.

SO-7

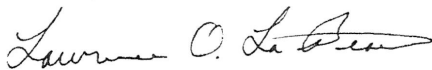
In this day and age and what is on the horizon of austerity and cut-backs, is the Air Force willing to take on the additional liability costs and operating costs of four times the area?

SO-14

This proposal is a plain and simple self promotional activity for a Major to get promoted to Lt. Colonel etc. Have seen it happen many times in my civil service career with the Air Force.

I support AOPA's position and as a member.

Yours truly



Lawrence O. La Beau

[Redacted]

[Redacted]

[Redacted]

[Redacted]

1102

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 11/5/10

PLEASE PRINT

As a rancher residing below the proposed PR-1A MOA, I'm extremely concerned of the mid-air potential. We have a Super Cub that we fly daily for approximately nine months of the year. We fly right at a 500-1000' AGL over terrain that has an average relief of about the same. That places us in a quite vulnerable regime of terrain avoidance at the expense of the safe avoid environment. When in the bottom of a valley & fly up over the top of a ridge, I'll have little if any opportunity to see and avoid. I'm also concerned about the glider bailout times. As an ex-fighter pilot, who's dropped many gliders, I'm (over)

SA-1

SA-5

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	LEE Howard
ORGANIZATION:	SELF
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: ☐ CD (electronic format) ☐ hard copy format

No, please do not include me in the mailing list for distributing the Final EIS. I do not wish to receive an EIS or further information.

PLEASE NOTE: This Draft EIS is provided for public comment in accordance with the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) NEPA Regulations (40 CFR §§1500-1508), and 32 CFR §989, Environmental Impact Analysis Process (EIAP).

The EIAP provides an opportunity for public input on Air Force decision-making, allows the public to offer inputs on alternative ways for the Air Force to accomplish what it is proposing, and solicits comments on the Air Force's analysis of environmental effects.

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Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1102

position that some don't burn out as expected. Your agreement to discontinue the use of flares during peak fire season confirms my belief that you, too, expect an occasional flare/ground contact. Just last Oct (2009) a neighbor burned off 640 acres with a slash burn that got away. October certainly isn't peak fire season but grass still burns. I lost a half section of grass in April a few years ago by burning feed specks with a skiff of snow on the ground. My point is: Our grass will burn @ almost any time of the year if we have little or no snow cover. Your flares are undoubtedly going to result in large fires.

SA-5

I suggest that if you're going to expand the MOA, that you use a floor of at least 2000' AGL and you establish a minimum altitude of 10,000' AGL for dispensing flares.

As another note, since the Mont ANG is transitioning to the air lift mission, I suggest that you utilize the HAYES MOA which ~~is~~ already exists.

PN-2

Joe Howard

ec'd 11/15/2010

1103

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10-25-2010

PLEASE PRINT

We are concerned with the expansion of the Powder River Training Complex for a couple of reasons. The area North of Lemmon S.D. is where our farm/roch is located is in the proposed training area. I grew up on this 101 year old family homestead and remember when this area was part of the fly zone before. Many times we were surprised to the point of shaking when operating machinery or concentrating on our work when with no advance notice you would see a shadow or worse yet hear a loud noise from a low flying air craft and nearly scare you to death. I did not like it then and don't think I would like it now. Beyond personally being scared

NO-2

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>Loran Thern</u>
ORGANIZATION:	
ADDRESS:	
COMMUNICATING:	

Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: ☒ CD (electronic format) ☐ hard copy format

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Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

NCA 11/4/2010

1103

To the point of shaking, I also have livestock on our farm/ranch. Both myself and my wife have off farm/ranch employment that takes us away during the day. Unlike in the 1980's when they flew this area, someone was always here for the most part to round up spooked calves and cows after they were surprised by a low flying air craft or from the noise.

BI-4

Today because we have to be gone during the day no one will be around during the day to gather cattle and settle them back down as well as starting to repair fences and etc that got broken when they got surprised + spooked.

SO-13

I am very careful with my livestock and if this is the way it will be I won't take the chance of this happening when we're not here to deal with hurt animals or worse. We will have to probably sell out our herd.

Beyond the concern for our animals we both have very busy weeks at work and very much look forward to coming home nights and weekends to enjoy the peace and quiet of this remote butte country. I can't see how all of this noise and surprise tension will be good for our lifestyle.

LU-2

My other concern is for the value going forward of ours and many other "hobby farm/ranches" in this area when we can no longer offer the value of peace and quiet to enjoy our animals.

SO-1

Thank you for allowing me this comment.

Sincerely,

Tom Thom

1104



26 Apr 2010

Colonel Jeffrey B. Taliaferro
Commander, 28th Bomb Wing
1958 Scott Drive, Suite 1
Ellsworth AFB SD 57706-4710

Mr. J. Marvin Kammerer
[REDACTED]
[REDACTED]

Dear Mr. Kammerer

After our meeting last month, we had our staff investigate some of the specific concerns you and your neighbors shared with me. Specifically, that there were dangerous chemicals (perchlorates) in chaff/flare and that the grass heights around the field were a fire hazard. I've included some of the detailed work since I expect you'll be interested, but here's the executive summary:

- 1) Chaff has been tested extensively to ensure it doesn't have a negative impact on humans or cattle. We've attached a three page analysis of our research. If you have any contradictory evidence/studies that we couldn't find we'd be happy to review it.
- 2) Air Force guidance requires us to keep the grass near the airfield between 7 and 14 inches high to try and protect the area while also discouraging birds and other animals from being in the area. When aircraft run into animals either on the runway or in the air it can be catastrophic. This is also why Air Force guidance directs us not to have cattle grazing near the airfield.
- 3) The explosives in flares, just like fireworks or a road marker flare, do contain a minute amount of perchlorates. However, studies on the subject concluded they were "not considered a concern," to the environment in the same way fireworks or road flares are not a concern.

I apologize for not being able to provide these answers at our meeting, but very much appreciate gaining a better understanding of your concerns. If these answers do not sufficiently answer your questions, please get back to us with any further questions.

Thanks

JEFFREY B. TALIAFERRO, Colonel, USAF

I Am A member

1104

South Dakota Stockgrower's resolution opposing the Powder River training expansion

Whereas, The Air Force has proposed expanding The current Powder River training complex in Montana, South Dakota and Wyoming from 5,900 squares miles to 37,000 square miles in Montana, North Dakota, South Dakota, and Montana, and

Whereas, All areas will include flights, at 500 feet above ground level, and higher, with afterburners applied in every mission, and

Whereas, Magnesium flares, which burn at 2000 degrees, and chaff, which is extremely fine aluminum and fiberglass, will be discharged in all areas of the MOA, and

Whereas, Supersonic flight will be used in all areas of the MOA, even though civil aviation has been prohibited from flying at supersonic speeds over the mainland since the mid 1970's because sonic booms caused glass and structural damage, and

Whereas, Large force maneuvers, including forces from other countries, will train in the MOA on a quarterly basis, and

Whereas, Low-level flights and sonic booms have been known to cause animals to bolt, stampede, throw riders, and cause injury to themselves, humans, and fences, and

Whereas, Low-level flights would prohibit farmers from using crop dusters during the morning and evening hours (when nearly all spraying must be done), and wing vortices could deflect spray up to 1000 feet, making chemical application with ground rigs dangerous, and

Whereas, Significant impacts on mining could result from electronics emissions inadvertently setting off mining or construction explosions, and

Whereas, Low level and supersonic flights have the potential to disturb loose soils on slopes, as is common in surface mining, and

Whereas, The Powder River Basin has 58% of the known coal reserves in the U.S., and

Whereas, Commercial air traffic will not be routed through an active MOA, and will face re-routes or an average wait of 2 hours on the ground, and

Whereas, Several hundred commercial air carrier flights use the proposed MOA airspace on a daily basis, and

Whereas, This area is the severe weather re-route airspace for major airports throughout the Great Plains and Ohio Valley, and

Whereas, Inability to use this air space for the 80 to 100 days that it is now used in bad weather would create backlogs of aircraft waiting to depart at airports including, but not limited to: Seattle, Oakland, Kansas City, Chicago, Cleveland, Washington D.C., New York, Minneapolis, Chicago, and Detroit, and

Whereas, Small airports, as well as private airstrips, will be shut down during the usual Monday through Friday training and the Quarterly, weekend training sessions, and

Whereas, Delays and extra fuel used routing around the airspace will put a significant burden on already stressed commercial airlines, and

Whereas, The primary reason given by Ellsworth for needing this 4-state area, was fuel saving, not having to fly their 24 B-1s to 'remote' areas like Idaho or Nevada, and

Whereas, No offer of payment to land owners, or other impacted industries has been made, and

Whereas, Damage claims are supposed to be sent to the Ellsworth Public Affairs office, which has been ineffective in the past,

Therefore be it resolved, That the South Dakota Stockgrowers opposes expanding the Powder River Training Complex, or adding flares and chaff and supersonic flight in the current Powder River MOA, and

] GE-2

Be it further resolved, That if this expansion is approved, damage claims be handled on a local level by elected officials of each county, city, or township, and

] SD-12

Be it further resolved, That affected property owners be fairly compensated for the taking of their airspace.

] SD-1

Pay Attention to Page 3.
Highlighted with yellow

1104

RR-188 B-1 Training Chaff & USAF Self Protection Flares

Source Document: Environmental Effects of Self-Protection Chaff and Flares, USAF Air Combat Command, Final Report August 1997

Q: Chemical composition of RR-188, training chaff and how does it decompose? Are there any hazards?

Composition

The Chemical composition of RR-188 training chaff is "aluminum-coated glass fibers". "The glass fiber dipoles are generally 1 mil (25.4 microns) in diameter, including the aluminum coating which is 0.12 mil thick" (p.3-3). In other words, each single piece of chaff is smaller than a single strand of (short length) human hair. Visually, it may look like tufts of animal hair on vegetation (if clumps—very unlikely).

The chaff is coated with 1 percent solution of NeoFat 18 (90 percent stearic acid and 10 percent palmitic acid) with naphtha as the solute. Naphtha is driven off during the curing process.

Stearic Acid is a naturally-occurring saturated fatty acid used as an emulsifier and emollient. It's found in many saturated oils like palm and coconut, but it can also be derived from animal sources...like cow fat or pig stomach. So found in vegetable oils and as a glyceride in animal fat. Most sources of stearic acid are from animal sources.

"Potential exposure to wildlife may primarily occur through ingestion; however, the quantities required to produce toxic effects are relatively high for most species. Literature review reveals that probable lethal dose (LD) for humans would be consumption of more than 2.2 pounds of stearic acid at any one time by an individual weighing 150 pounds" (3-12). A bundle of chaff weighs about 3.4 ounces and of this about 10 grams is stearic acid. Based on this is, it would take the consumption of 100 bundles of chaff to achieve a lethal dose of stearic acid.

Note: Chaff made 10 years ago contained lead. No chaff used or manufactured today contains lead. "The specification for that chaff is no longer in effect, and Tracor has indicated that lead has not been used for over 10 years (Creel, personal communication, 1993)" (P.3-3).

The other source of chaff debris can be associated with how it is dispensed. The B-1 uses a pyrotechnic ejection and retains the tube that contains the RR-188 chaff. Debris is only from two 1 inch square pieces of plastic 1/8 inch thick (the piston and the end cap) and a felt spacer. Other aircraft may use a cardboard material, made from recycled kraft paper and is biodegradable.

11042

B-52s still use variations of RR-112 (RR-112A/AL and RR-112/AL) chaff. The A/AL is aluminum coated glass and the AL is aluminum foil.

Toxicity

"Based on reviews of numerous toxicological studies, the principal components of chaff (aluminum, silica glass fibers, and stearic acid) will not pose an adverse impact to human and environmental health". This is based on general toxicity of above elements and the dispersion patterns of chaff. The Toxicology of chaff is sourced from the U.S. EPA's TOMES database.

Silica is an abundant compound found in nature that is prevalent in soil, rocks, and sand. Silica is practically nontoxic if ingested. Other trace elements that can be found in the aluminum coating are: silicon, iron, copper, manganese, magnesium, zinc, vanadium, and titanium. Iron, like Silicon, are abundantly found in nature. Of the other trace elements, OSHA and CERCLA have reportable threshold standards of 5,000 pounds and 1,000 pounds for elements such as Copper and Zinc. However, these amounts are found only as trace elements in Chaff. At a range such as the Nellis Test and Training Range (NTTR) where Chaff is used on a much more frequent basis in comparison to the PRTC, "the total weight associated with annual chaff utilization would be about 20 lbs for each element" (p.3-11).

Safety

There are no documented incidences of injury due to falling chaff debris. Debris consists of chaff itself, possible cardboard (B-52) flat plastic package stiffeners, a small plastic piston, and a small plastic end cap. Under normal circumstances, all of those elements weigh so little, or create so much drag in comparison to their weight, that no injury would be anticipated if a person ever was in contact during fall.

If in the most remote likelihood that an unopened bundle of B-52 chaff were to impact a person it would be comparable to "an eight-pound sledge hammer dropped from a height of approximately 10 inches".

"Probability of occurrence is 1 in 63,000 or 1 in 42 years".

Soil Chemistry

There are no existing reports that provide substantive data regarding effects of chaff on soil. Some studies have inferred the potential for impacts based on chaff's elements, but there is no systematic analysis of chemical changes in the soil. Recall, the major components of chaff, silica, aluminum, and stearic acid, are generally prevalent in the environment. Aluminum is the 3rd most abundant element in the earth's crust. The solubility of aluminum is greater in acidic and highly alkaline soils than in neutral pH conditions. Stearic acid is an animal fat that

degrades when exposed to light and air. Dissolution will be greatest where water content is high. Thus, weathering will be more rapid in wet, acidic environments than in dry, neutral and alkaline environments.

Livestock Studies

Several experiments have been conducted regarding ingestion of chaff by livestock but that essentially no field data have been collected to describe exposure of wildlife to chaff. Cattle and goats apparently avoided eating clumps of chaff placed in their feed. Calves fed chaff in dry meal would consume chaff only when it was coated with molasses and thoroughly mixed into the meal (Barret and Mackay 1972). A similar study using cattle and goats found that the animals avoided consuming intact chaff (Taylor 1983). No evidence of digestive disturbance or other clinical symptoms were observed in calves fed chaff (Barret and MacKay 1971). The experimental and control groups gained weight at the same rate, and blood samples showed no deviation from normal. Postmortem examinations showed no lesions of pathological significance that could be attributed to chaff.

Overall

Chaff contains naturally occurring elements in very low concentrations and the dispersion rates of chaff falling to the earth further mitigate the effects. Decomposition of chaff depends on the environmental conditions. In aquatic environments, chaff is expected to have no adverse impacts on water chemistry or aquatic life. On land, chaff would be subject to disintegration due to abrasion from surface features in arid areas and chemical processes in wet, acidic environments. In research studies, cattle avoid eating chaff and if ingested, chaff does not contain concentrated amounts of elements that could be harmful. To obtain a toxic intake amount is unrealistic in real-world conditions (reference 150 pound person consuming 2.2 pounds of chaff). In arid areas, the slow chemical decomposition is not expected to have an adverse effect. In wet climates decomposition is more rapid. Regardless, the constituents of chaff and chaff debris are either inert or already prevalent in the environment.

USAF Self Protection Flares

United States Air Force aircraft, such as the B-1, use self-protection flares to decoy Infra-red seeking missiles away. There are several different variants of self-protection flares used by the USAF to include, but not limited to: ALA-17 (B-52), MJU-7 B (F-16, C-130), MJU-7A B (F-15, F-16, & C-130), M-206 (A-10, AC-130, C-17, & F-16), MJU-10 B (F-15) and MJU-23 B (B-1). The MJU-23 B weighs approximately 43 oz.

Rec'd 11/22/2010

1104

P.S.-

Dumping chaff into good
grass is like urinating in
your drinking water!
unless covered with molasses
They won't eat it!

SA-14

SA-27

1104

More opposing info
to Powder River In.C.A.

Yours
Marvin Kammerer

Signed
Marvin Kammerer



1105

Powder River Military Training Complex
Reply to NEPA impact statement.

To whom it may concern:

Please submit the following Paper
on "Air traffic noise effects on the
heart," you might also read the
Paper on military spending.

SA-22

Consider, seriously the economic ~~and~~
and environmental effect on an already
struggling culture that provides us with
food and fiber that we all need for nourish-
ment + trade.

SO-22

We need to keep the livestock + grain
raisers kids staying home after school-
ing to do what only they know how
to provide America with its food
sustenance.

LU-3

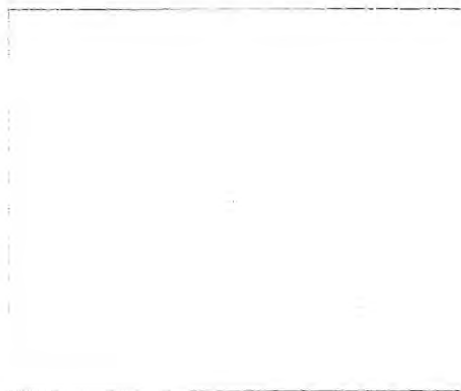
We deserve far better than what the
Powder River M.O.A. offers. Let's quit
~~the~~ feeding the tiger.

GE-3

Signed
Marvin Kammerer
Nov 13, 2010
Yours in Trust
Marvin Kammerer

Is living under a flight path bad for the heart?

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REUTERS

updated 10/8/2010 3:25:02 PM ET

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NEW YORK (Reuters Health) - Living with airplanes regularly thundering over your head could risk the healthy pumping of your heart, suggests a new Swiss study.

Based on 4.6 million adults across Switzerland, researchers found that dying from a heart attack ~~was more common~~ with increased exposure to aircraft noise.

"The effect was especially evident for people who were exposed to really high levels of noise, and was dependent on how long those people had lived in the noisy place," researcher Matthias Egger of the University of Bern, told Reuters Health.

This isn't the first time that noise has been linked to negative health effects, including cardiovascular risks. But it could be novel progress in determining whether the sound is

Davies pointed to two possible pathways by which noise could harm the body. The first is the well-known fight-or-flight response. "You hear a really loud noise and the first thing you do is jump into the air, literally startled," he told Reuters Health. "We're hard-wired for this response, and it's not something you can easily turn off."

The other path is more indirect: annoyance. Even if something isn't that loud or disturbing, such as a neighbor's radio, it can become really bothersome if they don't turn it off, he said.

At the end of both routes is the classic ~~stress response~~, Davies added, ~~which includes a rise in heart rate and blood pressure~~. Although usually not a problem when it's experienced in short, infrequent bursts, this kind of response can lead to significant wear and tear if it continues daily -- as it might if you live on a busy road or under a flight path.

Of course, road and air traffic produce different noise patterns that might not be easily comparable. Road traffic noise is much more constant and arguably easier to get used to than the startling roar of a plane taking off or landing, suggested Egger.

"Noise probably does have effects on health and it is important that we gain a better understanding of these," he said. "Our study can't prove a causal relationship, or be directly generalized. We need further studies."

An earlier study looking at noise exposure during sleep revealed a significant increase in blood pressure from aircraft noise, road traffic and other indoor sources such as snoring.

"This implies that it is the noise itself regardless of the sources that affects the blood pressure," Jenny Selander of the Karolinska Institute in Stockholm, Sweden, and who was not involved in the study, told Reuters Health in an e-mail. "I believe that applying these findings to other traffic-related noise sources would be fine."

As the evidence builds, the researchers suggest that further measures should be added to protect people. Sound barriers, controlling the speed and volume of traffic, and better home insulation can all help to reduce exposures, said Egger.

Pentagon Spending More Than All 50 States Combined

1105

By Sherwood Ross

The U.S. spends more for war annually than all state governments combined spend for the health, education, welfare and safety of 308 million Americans.

Joseph Henchman, director of state projects for the Tax Foundation of Washington, D.C., says the states collected a total of \$781 billion in taxes in 2008.

For a rough comparison, the total budget for what the Pentagon calls "defense" in fiscal year 2010 will be at least \$880 billion and could possibly top \$1 trillion. That's more than all the state governments collect.

Henchman says all American local governments combined (cities, counties, etc.) collect about \$500 billion in taxes. Add that to total state tax take and you get over \$1.3 trillion. This means Uncle Sam's Pentagon is sopping up nearly as much money as all state, county, city and other governmental units spend to run the country.

If the Pentagon figure of \$1 trillion is somewhat less than all other taxing authorities, keep in mind the FBI, the various intelligence agencies, the VA and the National Institutes of Health (biological warfare) are also spending on war-related activities.

A question that describes the above and answers itself is: In what area can the federal government operate where

states and cities cannot tread? The answer is: foreign affairs—raising armies, fighting needless wars, conducting diplomacy etc. And so Uncle Sam keeps enlarging this area. His emphasis is not on diplomacy, either.

For every buck spent by the State Department, which gets some \$50 billion a year, the Pentagon spends \$20. As for the Peace Corps, its budget is a paltry \$375 million—hardly enough to keep the Pentagon elephant in peanuts.

"The total budget for what the Pentagon calls 'defense' in fiscal year 2010 will be at least \$880 billion and could top \$1 trillion."

Nobel Prize economist Joseph Stiglitz and finance authority Linda Bilmes write in their *The Three Trillion Dollar War: The True Cost of the Iraq Conflict*, "defense spending has been growing as a percentage of discretionary funding (money that is not required to be spent on entitlements like Social Security) from 48 percent in 2000 to 51 percent today. That means that our defense needs are gobbling up a larger share of taxpayers' money

than ever before."

And they add, "The Pentagon's budget has increased by more than \$600 billion, cumulatively, since we invaded Iraq." With its 1,000 bases in the U.S. and another 800 bases globally, the U.S. truly has become a warfare state. Today, military-related products account to about one fourth of total U.S. GDP. This includes 10,000 nuclear weapons, but the U.S. has lavished \$5.5 trillion just on nukes over the past 70 years.

No other nation has anything remotely like this in its acting global presence. The Pentagon strengthens its grip by running joint "training" exercises with the military of 110 other nations, including outright dictatorships that suppress internal unrest.

The U.S. spends more on weaponry than the next dozen nations combined and is by far the No. 1 world arms peddler. "The government employs some 6,500 people just to coordinate and administer its arms sales program in conjunction with senior officials at American embassies around the world, who spend most of their 'diplomatic' careers working as arms salesmen," writes Chalmers Johnson in *Blowback: The Costs and Consequences of American Empire*.

Johnson goes up to say the U.S. military establishment today is "close to being beyond civilian control" and that despite its ability to "deliver death and destruction to any target on Earth and expect little in the way of retaliation," it demands more and newer equipment "while the Pentagon now more or less sets its own agenda" and "monopolizes the formulation and conduct of American foreign policy."

How long will it be before this tyrannical, anti-democratic colossus that is sucking up as much money for war as all states, counties and cities spend on peace and which straddles the globe, boasts dictators and beats the war drums—turns on its own people? *

Sherwood Ross is a public relations executive in Madison and has written for many books and articles.

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Three 21st Century Books by Pat Brooks
Just \$15—and we pay the shipping!



1106

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: November 3, 2010

PLEASE PRINT

I am so against the proposed Powder River Training Complex expanding their area over Southeastern Montana in Carter County. We have lived here all of our lives. We didn't stay here because of making lots of money. We stayed because of the isolation and the peacefulness. It is so quiet here. I can't imagine how much this country is going to change. We sit for hours and just watch the wildlife. Our weather is some of the most extreme in the United States. A prairie fire came within 200 yards of our home because of high winds knocking down an REB gate. High winds are common here. Any risk of fire no matter how small of a

GE-2

LU-2

SA-5

**** CONTINUE ON BACK FOR MORE SPACE ****

(over)

NAME:	Mrs. Hauer Harrington
ORGANIZATION:	
ADDRESS:	
CITY:	

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Please hand this form in at a public hearing or mail before November 15, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1106

risk somewhere else could be catastrophic here. The idea of small pieces of "plastic" or "chaff" falling from planes in our pastures and water cannot be dismissed lightly. Our cattle do not need to ingest this. We have oil and gas pipelines already going through our ranch. One ruptured Marthof us causing havoc with the neighbors dam. If pipelines cannot be flown over and checked often we are looking at possible disasters. We need medical planes to come in from Billings to fly our residents to Billings. The idea of getting a hold of The Air Force to cease their "bombing" missions so we can fly someone out is unacceptable to me. IT was mentioned many of the residents are at poverty level and there aren't very many people. Would the Air Force see things differently if we were all wealthy. This does nothing to help The Montana economy. They closed the Glasgow Air Force Base several years ago. What benefit do Montanans get? If Ellsworth wants to remain open and it is so safe. Stay in South Dakota. I am pro-military but they have deserts to fly over. Their program can go on.

SA-5

SA-14

SA-21

SA-19

EJ-2

SO-24

SO-25

One Air Force plane already crashed in Carter County a few years ago.

We are older ranchers and go over our fences every year. Scared running cattle do destroy fences and corrals.

SO-13

The landscape is already changing from the oil and gas pipelines. We don't need fighting planes over the pipelines.

The next thing the Air Force will want is unmanned planes over us. ... what next.

**Final
November 2014**

1107

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 10 SEPT. 2010

PLEASE PRINT

I AM A LOYAL, PATRIOTIC AMERICAN CITIZEN THAT LOVES HIS COUNTRY.
I FULLY SUPPORT OUR MILITARY (FAILING THE PHYSICAL EXAM PREVENTED
MY JOINING THE ARMED FORCES) AND AM INDEBTED TO THE MEN AND
WOMEN THAT HAVE AND CONTINUE TO PROTECT MY FREEDOMS AND COUNTRY.
SO I UNDERSTAND THAT THE AIR FORCE NEEDS AIRSPACE IN WHICH TO
PRACTICE MANEUVERS. I KNOW THAT AF JETS FLY MANY TIMES
FASTER THAN MY SINGLE ENGINE PROP AIRPLANE, AND NEED AREAS
LARGE ENOUGH TO PRACTICE THEIR MANEUVERS BEFORE HAVING TO
TURN TO REMAIN INSIDE AN MOA. SO I CAN UNDERSTAND THE CURRENT
POWDER RIVER MOA MAY NOT BE LARGE ENOUGH FOR ADEQUATE TRAINING.

GE-9

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME: <u>WARREN BISHOP</u>
ORGANIZATION:
ADDRESS:
CITY/STATE/ZIP: <u>[REDACTED]</u>

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129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

10 '10 2010

1107

HOWEVER, THE PROPOSED EXPANSION SEEMS QUITE EXCESSIVE IN THAT IT APPEARS TO BE AT LEAST 3-4 TIMES LARGER THAN THE CURRENT POWDER RIVER MOA.

AM-6

I DON'T LIVE IN OR NEAR THIS PROPOSED MOA, BUT DID VACATION THERE THIS PAST SUMMER. (WE PLAN TO AGAIN.) FORTUNATELY, IT WAS INACTIVE AT THAT TIME AND I WAS ABLE TO FLY DIRECTLY THROUGH THE PR-MOA FROM BUFFALO, WY TO BOWMAN, ND. ACCORDING TO THE MAP, HAD THE PROPOSED MOA BEEN IN PLACE AND ACTIVE, FLYING INTO BOWMAN WOULD EITHER HAVE TO BE CANCELED / PROPOSED OR

"TAKE MY CHANCES" AND FLY THROUGH ANYWAY. I PREFER TO RESPECT ACTIVE MOA'S FOR MY SAFETY, OF COURSE, BUT ALSO A "STRAY AIRCRAFT" CAN CAUSE IMMEDIATE CANCELLATION OF A MANEUVER. THIS ONLY COSTS MORE IN TIME AND FUEL TO COMPLETE THAT PRACTICE SESSION IN ADDITION TO THE SAFETY ASPECT.

SD-7

SA-7

DOES THE AIR FORCE REALLY "NEED" THAT MUCH AIRSPACE?

PN-2

ISN'T THERE A COMPROMISE WOULD WORK FOR THE AIR FORCE AND BE LESS INCONVENIENT AND RESTRICTIVE TO GA?

GE-11

THANK YOU FOR RESPECTING MY THOUGHTS.

William Bishop

**Final
November 2014**

1108

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 11/12/10

PLEASE PRINT

To begin with, the public comment meeting "announcements" left a lot to be desired. Our postcard was postmarked September 14, 10 and we received it in the mail on September 20, 2010. Unfortunately, the closest meeting to us was held on September 16, so by the time we knew of it, the meeting was over. To attend the next closest meeting, we had to drive 180 miles round trip. This is not good public outreach, and would seem that the Air Force did not really want a large public turnout. The remainder of my comment is attached.

NP-8

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME: <u>PAMELA VIVIANO</u>
ORGANIZATION: <u>Self</u>
ADDRESS: [REDACTED]
CITY/STATE/ZIP: [REDACTED]

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WRITTEN COMMENT SHEET
PUBLIC HEARING FOR THE
PROPOSED POWDER RIVER TRAINING COMPLEX

The following statement is my public comment on the EIS for the Powder River Training Complex, put out in August 2010. I live in the Northeast corner of Wyoming, and I am not in favor of Alternatives A, B, or C. Our county's economy relies on ranching, tourism, revenue from hunters, and home and land resale; all of which will be negatively affected by these alternatives. These alternatives also will be detrimental to the environment, livestock, wildlife, and to our quality of life.

] GE-2

I do not feel that the Air Force has shown that they can address the negative impacts of these proposed alternatives. I do not feel that the Air Force has researched the negative impacts thoroughly, and that they have minimized most if not all of the stated impacts.

] SO-22

Airspace/Air Traffic

We have limited flights from Rapid City, Gillette, and Casper already. These increased military flights will definitely impact the commercial flights in and out of these airports, resulting in loss of revenue for local commercial pilots, as well as inconvenience for private passengers. They could also endanger commercial flights, through inaccurate or non-existent communication of flight schedules.

] SO-5

Noise

The EIS states that there will be environmental impacts from an increase in ambient noise levels, low-level startle effects, and sonic booms. The EIS is definitely correct in stating these increases will "be perceived as a significant impact by residents under the airspace". This is true for many reasons.

To begin with, these increased noise levels will totally destroy our quality of life. We sacrifice the amenities of populated areas for the benefits that the rural life brings; benefits such as the peace and quiet, the wildlife, and the freedom from the anxieties of a more populated space. With the increased noise from the proposed alternatives, we stand to lose all that we cherish.

] LV-2

These increased noise levels also present a huge safety issue for the ranchers, cowboys, and recreational riders who work closely with livestock; doctoring them, shoeing them, riding them to round up cattle or for enjoyment, and all other forms of interaction. There is a great deal of chance of putting the people and animals in harm's way, due to animals' reactions to these sudden loud noises. A person working with a horse, or riding a horse when a sonic boom occurs could be thrown off, kicked, and even trampled. Serious injuries could easily occur around any livestock in this event; far more serious than being "annoyed". As an example, we are already in the MOA, and although they are not supposed to fly low over our houses at this time, it has occurred in the past. On one particular time, they appeared so suddenly and with such a sudden so-called "startle effect" that I physically feel to the ground holding my ears as I watched my cows and my horses bolt and run through the fences, tearing the fences down and causing extensive injuries to the livestock from barbed wire cuts. Fortunately I was not on

] SA-9

*Final
November 2014*

one of the horses at the time, as I believe that injuries I would have sustained would have possibly been life threatening. Scheduling these flights to reduce the startle effect is a completely irrational idea when dealing with livestock, wildlife, small children, infants, and the elderly. Temporary avoidance areas for those who are branding or calving will be helpful, but not everyone who works around and/or rides horses is in an area that will be included in this. People in our area do not just ride horses when they are gathering or branding; it is a continuous part of our lives. Apparently those who have written this environmental impact statement have never worked with or around animals a single day in their lives. Therefore, the so-called "startle effect" has the potential to have a hugely negative safety impact on our area.

1108

SA-9

Increased noise levels could also have a negative impact on our area economically. Our county's economy relies heavily on ranching, tourism, and revenue from hunters. Ranching can be affected, as flights within 500' of ground level will be stressful to livestock, and have a negative impact on breeding rates. Many people come to our area to experience the beauty and the quiet. With military jets flying over, there is a high probability that these tourists will take their dollars elsewhere. We also have Devil's Tower National Monument, the first National Monument in the nation. The impact on that spectacular area would be devastating to have such a loss of revenue from tourists. The same applies to areas near the Bighorn Mountains, which includes a wilderness area that could be affected by this plan. Each year thousands of hunters come from out of state, as well as within the state to our area to hunt deer, elk, turkey, antelope, and much other wild game. Hunting simply cannot take place in an area where jets will suddenly appear loudly out of nowhere. Again, the loss of hunters to our area will have a huge economic impact.

SO-22

SO-9

Safety:

Airline crashes have been known to be caused by bird strikes. These proposed areas are in large migratory flight patterns of several species of birds, including large species such as ducks, geese, and even Sandhill cranes. There is a huge probability of a bird strike, resulting in an airline crash, during the several weeks of migration in the spring and the fall.

SA-10

The dropping of chaff also present a huge safety issue for the residents of our area. There are many reports stating that the health impacts from chaff to humans and animals have not been studied completely, and that the residents of these areas should not be used as human guinea pigs. There has not been enough research on how the silica coated aluminum affects the respiratory system of humans or animals. The EIS states that "chaff are very fine (finer than human hair)", as if this makes it okay to drop on people and animals. The fact that it is finer than human hair makes it clear that it can be breathed by both people and animals. The EIS states that the larger pieces could fall with the "impact of a large hailstone". When people are out, they know when a hailstorm is about to be upon them, and they seek shelter. To have something the size of a large hailstorm fall randomly out of the sky is likely to cause injury to an unsuspecting human or animal.

SA-14

SA-27

Dropping of flares is another safety issues. The EIS states that the likelihood of a person finding a dud flare is very low. If it happens even one time, it is a safety

SA-14

issue. To expect that every person and every child within these large flight areas would be educated about dud flares is a totally irresponsible stance to take by the air force. It is just as likely that a child or young person could find it and injure themselves, instead of "notifying a public safety authority of its location."

1108

SA-14

The biggest problem from the flares is that there is a high probability that these could cause a devastating wildfire. The EIS states that they will not drop these during severe fire conditions, but after seven years of drought, many of the proposed areas are under a constant state of severe fire condition. Even with the last couple years of rain, the residents remain extremely vigilant of fire hazards and conditions from late June through the first snow, which can be as late as the end of November. Just a few years ago, one lightening strike caused a fire that burned over 25,000 acres, killed livestock and wildlife, and threatened several homes. We cannot afford to have another possible cause of wildfires in our area, especially since we rely on a small force of volunteer fireman to fight our fires. To take that chance just to practice military maneuvers is simply unconscionable.

SA-5

In conclusion, I feel that the EIS has not addressed the full potential of the negative impacts to the areas that stand to be affected by this proposal. Just because there is a smaller population in these areas, does not mean that there should be less concern for our safety, our livelihoods, or our quality of life. It would be a huge disservice to those who have chosen to make our living and establish our homes in these areas, to allow this proposal to so negatively affect our lives.

EJ-2

LU-1

PAMELA VIVIANO

1109

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10-26-10

PLEASE PRINT

I am writing to comment on the proposed expansion of the training area for the Air Force. I am against the proposal. More often than not when one of the planes go over they are so low that you can see the pilot and read the writing on the plane. It doesn't happen all the time but I have experienced being "buzzed" in my home & auto.

The proposed area is more sparsely populated than other areas but we are also the breadbasket of the nation. Whenever planes go over cattle and wildlife are spooked thus creating undue stress. We do not know

AM-14

LU-1

SO-13

*** CONTINUE ON BACK FOR MORE SPACE ***

NAME:	Rhonda Knapp
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

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Ms. Linda DeVine
HQ ACC/A7PP
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1109

what the long term effects are but ranchers depend on their cattle for their livelihood. They can not afford to lose even one animal. The loss of even one animal also shortens the food supply to those who depend on getting their meat from the grocery store.

SO-13

The planes fly all times of the day & when they do our houses vibrate & our windows rattle. The noise alone is annoying.

NO-5

There has already been one bomber crash in this area and a life was lost. Who is to say that won't happen again and this time innocent bystanders are harmed.

SA-20

The other worry is the use of flares and chaff. Our area is prone to wildfires and area residents are always on the lookout for fires from lightening. It is not right to increase that load and make them have to watch for fires from planes too.

SA-5

The last comment I have is this. If there is no danger to the public or livestock by from these fly-bys why don't you fly over Rapid City or over the Badlands of South Dakota? The Badlands are more like ~~the~~ Afghanistan than we are. It is not right that since our area is sparsely populated that we should be subjected to this air & noise pollution either. Our land & air is just as valuable to us as a highrise in the city is valuable to them, and the loss of any livestock, etc affects not just us but the whole nation.

PN-2

LU-2

1110

Richard F. White
[REDACTED]
[REDACTED]

November 3, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Ms DeVine:

I am writing to you as a member of the Minot Area Chamber of Commerce and as a longtime resident of North Dakota.

After reviewing the draft environmental impact statement (EIS) for expansion of the Powder River Training Complex, I support the preferred Alternative identified. I support this alternative for a number of reasons. First, the proximity of the training complex would allow the airmen flying the B-52 to train in a manner similar to real world situations. In addition, the proximity of the training complex would reduce training costs in a time when budgets will continue to be tight and training is a necessity for our airmen. Finally, the proximity to the training complex would also mean a higher quality of life for the airmen and their families because of less time away from home because of TDY on training exercises.

] GE-1

I understand the concerns identified by some of the landowners located in and around the Powder River Complex. However, I believe those concerns can be mitigated by identifying avoidance zones similar to those identified for Native American sacred grounds.

] NO-10

I appreciate the opportunity to support the preferred alternative identified in the draft EIS for the expanded Powder River Training Complex.

Respectfully,


Richard F. White

1111

Steve and Janelle Rieger

Nov. 11, 2010

Comments on the proposed Powder River Training Complex:

We oppose the expansion of the present Powder River Training Area. We have lived under one before and do not care to again. We were here first; this is our land and life and we do not feel that you should be able to impose on it just because you want to.

GE-2

LU-1

Scares animals including humans. Low flying planes do scare livestock including dogs. We lived under a fly zone for awhile and though it did not bother the cattle in the pasture those locked up were apt to run. We lock our calves up when we wean and it does not take much to make them run and smash into a fence resulting in broken necks, knocked out eyes and other life altering or ending injuries. There are enough scary things out here; we do not need the added worry of low flying planes stampeding them.

SO-13

I have known more then one person that has leapt off a swather or other machinery fearing it was going to come to pieces only to realize it was a bomber going over. One of them was me and I did not enjoy the "rush" I got thinking the swather was dying a noisy death and I better get away from it.

NO-2

One sonic boom can send a good cow dog into hiding for the rest of the day. I think the chickens and turkeys reacted most to the planes. It looked like a huge chicken hawk to them. So I know it is a fact that both animals and humans are startled by the sound of a plane traveling so low over head.

BI-4

Property values. Have any studies been done on property values? I do know we will soon be selling our place and looking at semi retirement on a smaller place. What a bummer if this fly area affects the price we should get for our land. I know that I will check for fly areas when we buy land and I will shun any with a military airspace overhead. I doubt I am the only one that feels that way.

SO-1

Noise pollution. This is still cowboy country and I love riding with only nature to break the silence. I do not enjoy listening to airplanes. I do not want them intruding on my thoughts. I do not want them flying overhead when I am trying to talk to a friend. I DO NOT WANT THEM PERIOD.

LU-2

Local aviation. I always wanted to learn to fly and now finally we might be able to spare the money. (Some good things come with age!) If you win the right to fly over us willy nilly and we have to ask permission or try to be aware of your activities in the area every time we fly that will take away the freedom and enjoyment that a person should get out of flying. I am not sure I understand the see and avoid. Are you going to avoid us or do we have to avoid you? "See and avoid" has to work both ways. Is your pilot going to see me and think "oh my gosh this is a novice pilot she does not know where to go I better avoid her" or is it "I am here, I am bigger, get out of my way." You being able to put restrictions on when and where we can fly is not right. There are too many rules now.

AM-12

SA-7

Plenty of other space to practice. I have looked it up and you have lots of other air space to practice in. There are also huge oceans out there with no one living under the sky. Go as low as you want whenever you want. See and avoid the ships. Move Ellsworth Air Force Base, take it to federally owned land—all that desert down south.

PN-2

Eastern Montana is sparsely populated and that makes us one of the "last best places" it also makes us easy to over run with no regard to our lifestyles.

LU-1

I repeat we oppose this expansion.

GE-2

Janelle Rieger
Steve Rieger

1112

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 15 Oct 10

PLEASE PRINT

I'm a veteran of the USAirforce and USArmy. I have 28 years of military service. I have seen the need for a well trained military force. I'm talking about all of our military forces. In this case the need of the USAF for a training air corridor or area over our western area Powder River training complex. It is possible for this military to ask for too much but a careful study EIS will demonstrate the need and the various problems associated with it over

GE-9

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>Sidney B Reynolds-G, USA Retired</u>
ORGANIZATION:	<u>WFW-DAV RETIRED USArmy</u>
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

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Please hand this form in at a public hearing or mail before November 13, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1112

It is not possible to make every body happy. I think that the present world situation with the enemies abroad that we have makes a strong defense necessary. As a combat veteran I see the need that in today's world with the sophisticated enemy that we have, and the technology that we have, making the training of our young soldiers, army and sailors at a very high priority that we as citizens need realize that some circumstances may become necessary for us.

We could we called in to a full fledged war at any time. for us to send our young men in to this without proper training is to issue a death sentence to them. We have done this in the past. let us learn from our mistakes. let us trust our professional officers to do the best job that they can do. they may not win all they are but let us give them enough

GE-9

As a rancher I have had the US/Smokies & Shoshone my ranch. forgive me no problem in the ranch site out of Miller City and the Bomb site at fourth - no problem. I personally trust our brother officers to do what they need to do to train our young men and to keep our military force's the best in the world.

**Final
November 2014**

1113

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 11-8-2010

PLEASE PRINT

Please see document attached

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>Shane C. Penfield</u>
ORGANIZATION:	<u>[REDACTED]</u>
ADDRESS:	<u>[REDACTED]</u>
CITY/STATE/ZIP:	<u>[REDACTED]</u>

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The expansion of the proposed Powder River Training Complex will have several negative environmental impacts to Northwest South Dakota as demonstrated in the Draft Environmental Impact Statement. I am currently the Perkins County State's Attorney, serve as the City Attorney for the City of Lemmon and maintain my own private law practice in Lemmon, South Dakota. In addition, I have ranching interests in northeastern Perkins County.

One major environmental concern is the fact that the second largest body of water in a complex training area has been completely admitted from the Draft EIS Report.

Shadehill Reservoir is located at the confluence of the North Fork and South Fork of the Grand River, twelve miles south of Lemmon, South Dakota. Shadehill is used for recreation purposes and is a larger fishery. It is also a major stop for migratory waterfowl. How this large prairie lake has been omitted from the Draft EIS Surface Water Maps is perplexing. This reservoir has a storage of 100,057 acre feet. Shadehill Reservoir is the second largest lake in Western South Dakota in surface area and is the largest lake in a one hundred (100) mile radius.

The noise level created by the craft and the expanded training complex will result in significant environmental impacts and disrupt ranching operations, along with other recreational businesses within the affected area. The air force has stated that there are no human health or safety risks due to the chaff that will be deposited on this land. Obviously, an outside substance such as this will have a significant impact on the environment. Additionally, on September 22, 1998, the GAO stated, "It found that the air force had been lacked in conducting further tests on the effects of chaff on animals and humans." It is apparent that more study needs to be done to determine whether or not this chaff will affect animals or humans.

This expansion will not only cause serious environmental impacts to private landowners but will also jeopardize the federal government's land holdings in this area. Grand River National Grasslands covers nearly 155,000 acres of prime grassland in Northwest South Dakota and is within the new boundary change of the Powder River Training Complex. In addition, to the forest service land, there are also several thousands of acres of South Dakota Game, Fish and Parks Property, Bureau of Reclamation Property and Bureau of Land Management property. Until it can be determined that this training expansion will not cause any environmental detriment, whether it be chemical or sound, the Powder River Training Complex should not be expanded to include this area in Northwest South Dakota.

One significant point that has not addressed in the Draft EIS is the fact the release of the chaff from these aircrafts will fall upon the ground that is often subject to downpours and spring melts which all create rapid flash flooding and would accumulate chaff in certain areas. While average rainfall is not significant in the expansion area, thunderstorms do produce flash flooding due to the amount of rain that falls and also due to the rapid changes in elevation. There also appears that there is no significant study on the effects of chaff in sheep's wool.

BI-7

LU-2

SA-27

LU-1

SA-27

SO-16

1114

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10/17/10

PLEASE PRINT

I have concerns regarding the impact of the Training Complex on general and business aviation. This may have a serious and permanent impact on our day-to-day operations. It will kill charter operations, and may kill aerial application operations. I believe the floor of the Training Complex should be set @ 10,000 MSL to allow for existing aviation operations to continue.

SO-7
SO-2
DO-4

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Alex Fisher
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

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HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1115

18 Jan 11

PRTC Project Manager
Ms Linda DeVine
ACC/A7PS
129 Andrews St Ste 337
Langley AFB VA 23665-2701

I have a few concerns regarding the accuracy and scientific integrity on B-1 aircraft noise predictions, particularly as they pertain to the Powder River Training Complex draft Environmental Impact Statement.

NO-3

(1) Ambient Noise Levels: Noise levels produced by high-altitude or long-range flight operations are typically under-predicted by both NoiseMap and, in this case, MR_NMap. Although derived from measurements included in NoiseFile records, the NoiseFile data were recorded at altitudes from 198 to only 1043 feet Above Ground Level (AGL), at lateral offsets up to 5000ft. Low-altitude high-speed noise measurements of the B-1B were made to correct known over-predictions experienced under military training routes. Over-predicted noise levels adversely affect high-performance aircraft operational frequency. Empirical corrections were implemented in MR_NMap.

Aircraft noise predictions are made using a 1000ft baseline reference spectrum. The methodology which over-predicts noise levels at altitudes below 1000ft, will under-predict noise levels at altitudes above 1000ft. Lacking an empirical basis above 1000ft, MR_NMap may not make scientifically well-founded prediction at high altitudes or long ranges. An openly published analysis of B-1B noise measurements using Training Route power setting was included in an AIAA Aeroacoustics conference paper 2006-2702, copy attached.

As such, affects of high-altitude aircraft operations on ambient noise levels are very likely underestimated in this (and other) EISs.

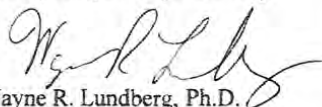
NO-3

(2) Low-level Startle Affects: The B-1Bs 500ft AGL SELs discussed in this EIS are directly related to the 472ft AGL measurements analyzed in the attached AIAA technical paper.

BI-4

Startle affects are an innate animal response to loud noises. Startle affects/responses in animals and humans are reduced through conditioned response. That is, as the animal's experience shows that the noise source is harmless, it tends to be less startled. Of course, this requires that loud noise sources (e.g. B-1B climb in afterburner) be confined to a fairly small area. Thus the environmental, animal and human response, impacts would be reduced to the extent that extremely loud operations are localized. This of course implies some sort of land-use agreement and perhaps compensation.

SO-1


Wayne R. Lundberg, Ph.D.
Aerospace Engineer

Extent of Nonlinear Aeroacoustic Propagation from Single Frequency-Domain Measurements

Wayne R. Lundberg*
Aeroacoustician, Kettering, Ohio, 45420

The Simplified Nonlinear Aeroacoustic Propagation (SNAP) formulation was tested against published BAC 1-11 hushkit flight noise. Both aeroacoustic directivity and nonlinearity were found to influence the measurements. Aeroacoustic directivity effects have long been considered as a high-speed "forward flight effect." A survey of aeroacoustic directivity was conducted for a large high-speed aircraft with measurements at multiple altitudes. Significant departures from spherical spreading loss were documented. A brief assay of published NoiseMap reference spectra using third-octave band analysis for many aircraft at 325m altitude concluded that nonlinear propagation is common to aircraft with low bypass ratio engines during takeoff and evident in all flight operations using afterburner.

I. Introduction

RECENT studies of high-speed jet noise from flight,¹ ground runup² and facility³ measurements have proven the existence of nonlinear acoustic propagation effects. Several different approaches to modeling the effect have been proposed.^{4,5,6} However, development of a broad-band noise propagation model applicable to aeroacoustic sources has severe constraints owing to practical limitations stemming from previous operational noise measurement methods. This paper seeks to address the common practice of recording only frequency-domain third-octave band reference spectra at a single altitude.

Nonlinear propagation effects may be explicitly modeled as a waveform propagated in time.^{6,7} This approach has been investigated for broadband aeroacoustic noise generated by the F-18E/F.⁶ However accurate, propagation of a noise waveform is computationally intensive and thus infeasible for application in community noise models where very large numbers of flight operations are assessed. A time-domain approach also cannot predict the extent of nonlinear effects for sources with existing third-octave band noise measurements. Aircraft flight and rocket launch noise predictions are normally carried out in the frequency domain by propagating a measured (~325m reference) third-octave band noise spectrum over distance.

Recent field measurements studies of F-18E/F runups² were considered for analysis by the SNAP technique. Narrow-band analysis of the recordings was reported, even though aeroacoustic turbulence effects which might effect high frequency noise production were not found. Third-octave band spectra were not available for analysis.

The NoiseMap community noise model uses a duration correction coefficient approach⁸ to modeling aeroacoustic directivity as a forward flight effect. High-speed flight decreases aircraft noise duration relative to spherical spreading losses generated by a general slow-moving source. A cumulative duration coefficient of 6 was derived from multiple aircraft noise measurements and applied to model aeroacoustic flight noise. Spherical spreading loss would produce a duration correction coefficient of 10. A direct comparative analysis using flight noise measurements from the 1981 study was not possible. Directional spreading losses were computed from multi-altitude noise measurements from a large high-speed aircraft to document aeroacoustic directivity for further study.

The parameters of the SNAP model were previously characterized as predictable from the band 37 Sound Pressure Level (SPL) of the measured source spectrum.⁵ These preliminary results were used to produce formulas for the three parameters of the exponential function relating effective source radius (or equivalently, band 37 SPL) to the arrays of relative amplitudes. An established family of such functions makes prediction of the extent of nonlinearity for sources of any intensity possible. The functional relationships which were derived to characterize nonlinear and aeroacoustic directivity from aerospace sources having multiple-range measurements could not be tested or further refined in this study due to administrative problems which caused technical difficulties. However, it was possible to assess what types of aircraft operations are influenced by the nonlinear propagation effect.

* Physical Scientist, Air Force Materiel Command Environmental Division, 4225 Logistics Ave, Wright-Patterson Air Force Base, OH 45433-5747, AIAA Member.

II. Application of SNAP to Existing Multi-Altitude Spectra

The SNAP model was applied to existing flight noise measurements of the BAC 1-11 with a six-chute hushkit (meteorological and flight noise data used with permission of G. P. Howell).³

The SNAP parameters were adjusted to yield a good (but not analytically 'best') fit to the measured third-octave band spectra at 406.9m and 905.6m and above 5kHz. The coefficient of spreading loss was also adjusted to yield a good fit to measurements near 1kHz. The results are shown in Figure 1.

Further analysis of the inter-relationship between SNAP model parameters for aeroacoustic directivity and nonlinearity was conducted using flight noise measurements from another small high-performance aircraft. Directional losses with spreading loss exponent of 1.5 – 3.0 were shown to influence the nonlinear relative amplitudes.

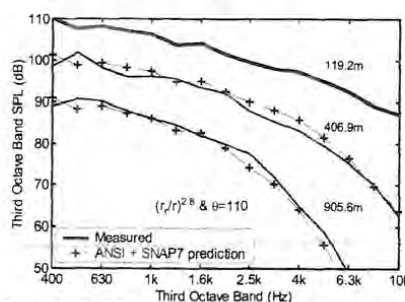


Figure 1. SNAP analysis of the BAC 1-11 (with 6-chute hushkit) showing directional and nonlinear propagation.

III. Aeroacoustic Directivity for Large Aircraft

An exploration of the extent of aeroacoustic directivity was conducted for the B-1B aircraft. The B-1B in Training Route power produces little noise in the high-frequency range that is usually associated with nonlinear propagation effects.

The B-1B has four low-bypass turbofan engines installed in pairs separated by many nozzle diameters. The directional propagation of this large aircraft's flight noise is influenced by the Raleigh distance required for these sources to merge as well as by the aeroacoustic directivity of individual jet noise.

Acoustic merging is evidenced by a nearly cylindrical spreading loss coefficient near vertical propagation (Figure 2). Aeroacoustic directivity is evidenced by rapid transition to a spreading loss coefficient of ~3 near 130 degrees emission angle (Figure 4).

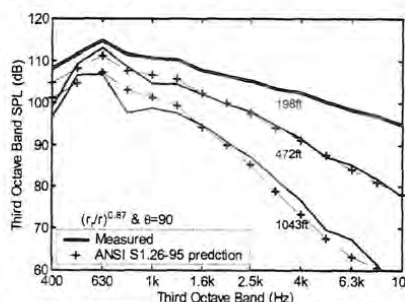


Figure 2. Aeroacoustic directivity produced by the B-1B in high-speed flight, at 90 degrees emission.

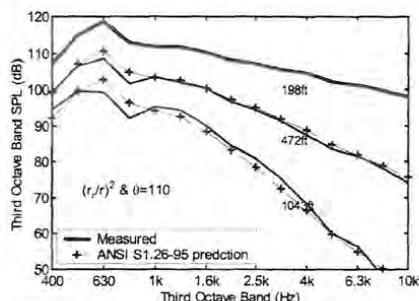


Figure 3. Aeroacoustic directivity produced by the B-1B in high-speed flight, at 110 degrees emission.

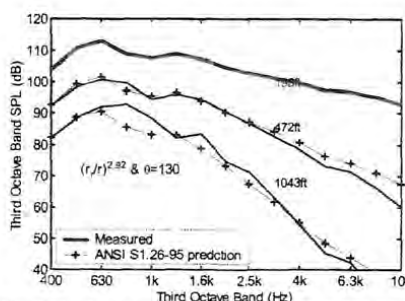


Figure 4. Aeroacoustic directivity produced by the B-1B in high-speed flight, at 130 degrees emission.

3

1116

November 12, 2010

Ms. Linda Devine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Ms. Devine:

I am writing in **opposition** of the proposed enormous expansion of the Powder River MOA.

] GE-2

I own and operate a FAA part 135 charter operation based out of Helena, Montana. We routinely transport passengers and patients throughout Montana and nation wide on a daily basis so are intimately familiar with aircraft operations in and around MOA's.

I can tell you first hand that access into an active MOA while on an instrument flight plan is virtually impossible. The FAA may not have a policy against this but ATC will not clear you through this airspace while "active". This requires a reroute around the airspace costing valuable time and at great expense. In my opinion, VFR flight in an active MOA with supersonic aircraft is extremely risky and unsafe.

] SO-7
] SA-7

This expansion could essentially block off a huge portion of eastern Montana up to 240 days per year. This would affect not only air traffic in and out of the MOA but also over flight traffic as well.

] AM-6

I also find it concerning that this proposed expansion has not been more widely publicized. This expansion will affect far more commercial operators, businesses and pilots than just those under the airspace in the proposed expansion.

] NP-8

This expansion provides no positive economic benefit to Montana and will have a huge negative financial impact by limiting commerce and accessibility to these communities.

] SO-24

Montana is already home to two existing MOA's.

Please **do not** allow the proposed expansion of the Powder River MOA.

] GE-2

Sincerely

Dan Norhton
Owner

1117

Baxter, Rachel D.

From: Don Merriman [REDACTED]
Sent: Wednesday, January 12, 2011 10:26 PM
To: ACC/A7PS Sustainable Installations
Subject: www.a7zipintegratedplanning.org

Expansion of the Air Force training area in Montana, Wyoming and South Dakota has been brought to my attention. I understand that an impact and environmental study had been made but if there is one I cannot find it. My name is Donald Merriman, my farm and livestock headquarters are immediately below the Shadehill Dam , 12 miles south of Lemmon South Dakota.

A few years ago a large hill on the south side of the Lake was used as a target by bombers from Ellsworth Air Force Base , some passes were so low and fast that they broke the sound barrier. This spooked cattle that I had in the feed lot causing them to break out. I complained to the commander at the Base near Rapid City , which brought a apology and inquiry as to how much damage had been caused . Fortunately no cattle died but a few planks wear broken which I did not put a claim in for damages. Being a WW2 veteran myself I know the necessity of training but told the commander I thought they could accomplish the goal without breaking the sound barrier. It never happened again.

Some of the concerns of ranchers seem to come from the supposed dropping of chaff and flares. Also that there might be flights lower than 500 feet above ground which could possibly cause problems with livestock such as I have mentioned. Apparently those who are making a request to expand the target area have done so without a comprehensive environmental assessment which is causing concern. I'm not involved on the farm anymore as my son has taken over the operation, I doubt as he even knows about this plan but he does know of the earlier problem we had. I sincerely hope that you will do a better job of informing those effected by this plan than has been to this date. Thank you Don Merriman [REDACTED]

SD-13
SA-27
AM-14
NP-1
NP-8

1118

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10-04-2010

PLEASE PRINT

DEAR FOLKS:

I would like to go on the record as opposed to additional expansion of the Powder River Training Complex. I have read the material and find little need to create this additional AREA at the expense of so many. As one who travels via G.A. aircraft in that area on a regular basis, and can see where it will cause great interference with operations of a civilian nature. I am always very cautious in MOA areas & usually try to avoid them for the obvious reasons. This expansion however would cover such a large piece of real estate that it would

GE-2

PN-2

AM-6

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	John J. McKenna Jr
ORGANIZATION:	
ADDRESS:	
CITY/STATE/ZIP:	

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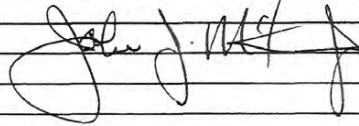
Ms. Linda DeVine
HQ ACC/A7PP
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1118

be difficult if not time consuming to avoid. AM-21
Further it appears there are ample other
places to train and perhaps the military could
do a little more in the way of scheduling their
own training in existing areas w/o impacting
so many others, and such a large piece of
our state. PN-2
As a business owner, G.A. Pilot, lifelong resident
of MT I see little if any benefit to our state and
yet see a great inconvenience, hardship and serious
safety concerns. SO-24
SA-7

Thank you,

John McKenna Jr



1119

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 11/12/10

PLEASE PRINT

I am a rancher and president of the Multi-County Predator Control District which includes Harding, DeWitt, Moody, & Lawrence Counties in South Dakota. My livelihood and the livelihoods of all the ranches in this district are dependent on the use of aircraft to control predators to keep them from killing our livestock. Our pilots fly 200 hrs per year and kill about 500 predators per year. We are assisted by an airplane from APHS Wildlife Services which flies about 700 hrs per year and kills several hundred more predators per year. Even with all these efforts we still incur livestock loss due to predators. Over

SD-15

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Clark Blake
ORGANIZATION:	Self
ADDRESS:	
CITY/STATE/ZIP:	

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The EIAP provides an opportunity for public input on Air Force decision-making, allows the public to offer inputs on alternative ways for the Air Force to accomplish what it is proposing, and solicits comments on the Air Force's analysis of environmental effects.

When making an oral comment, please clearly state your name and the name of the organization, if any, which you are representing before you begin your comments. Please do not provide any other personal information, such as your home address and phone number when making an oral comment. Your oral comments will be used to develop a transcript and permanent record of this meeting. This transcript will be published in the FEIS. If you would like a copy of the Final EIS or other associated documents, you may state that on a written comment card or add your name and address to the mailing list.

Providing personal information is voluntary. If you choose to not provide personal identifying information, your comments will be given the same weight and consideration as any other comments submitted. Private addresses provided will be compiled to develop the mailing list for those requesting copies of the Final EIS. Only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EIS.

Please hand this form in at a public hearing or mail before November 13, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1119

With this expansion that is proposed our ability to protect our livestock and livelihoods is going to be negatively impacted. If anyone at our producers is losing livestock and the pilots can't fly due to a large force exercise with their ability to come down to 500ft above ground level the cost in lost revenue to a rancher may be devastating.

SO-15

There are over 200 aircraft registered in the South Dakota counties to be under this Training Complex. All of these general aviation aircraft are going to be affected at some time by these training exercises. This needs to be considered in all states affected by this.

SO-5

Another concern is the Sage Grouse. This species is being considered to be placed on the Endangered Species list. If these exercises negatively affect these birds it will be a terrible blow to this area. In the 1960's and early 1970's we experienced sonic booms from military aircraft in this area. At the time I remember newspaper articles saying these booms were affecting the nesting success of the Sage Grouse. I don't know if any studies were done on this and other birds but some need to be done before this proceeds.

BI-3

If this expansion causes the Sage Grouse or any other species to be listed as endangered it will alter grazing practices and probably have other impacts that will lower property values and incomes in an industry that is barely hanging on now.

SO-27

SO-1

1120

Oct 23 - 2010

Ms Carol Wolfe
W

Dear Ms. Devine:

I have called Gus Malorus in Seattle repeatedly about the trains blowing their whistles from the edge of town all the way through. All of the engineers don't, but most do. all day & all nite. I live about a block from the tracks & when the train is going through I can't even hear my T.V. We have about a 100 trains a day. They are supposed to blow 3 short blasts before each crossing. Gillette, Upton, & Esage have a whistle free zones in their towns, how can we get that here. my dog just howls because it hurts her ears so bad & it hurts mine too, then there are people who live right beside the track. I don't think it's fair to them to be exposed to this either. Thank you for any help you can provide

Sincerely

Carol N. Wolfe

1.6 PUBLIC HEARING TRANSCRIPTS

Bracketed scans of public hearing transcripts, as applicable, for the following hearings are provided in this section. Note that the general introductory language by the Air Force was nearly identical at each hearing and so only the first hearing's full transcript is provided in its entirety in this section; for subsequent hearings, only the public comment portion of the transcript is provided here.

*Indicates Native American consultation and/or hearing took place on tribal land

1.6.1 SEPTEMBER 14, 2010 IN RAPID CITY, SD

See page G-220

1.6.2 SEPTEMBER 15, 2010 IN BELLE FOURCHE, SD

See page G-276

1.6.3 SEPTEMBER 16, 2010 IN SUNDANCE, WY (NO PUBLIC COMMENTS)

No public comments were received.

1.6.4 SEPTEMBER 17, 2010 IN BUFFALO, SD

See page G-298

1.6.5 SEPTEMBER 20, 2010 IN BISON, SD

See page G-310

1.6.6 SEPTEMBER 21, 2010 IN DICKINSON, ND (NO PUBLIC COMMENTS)

No public comments were received.

1.6.7 SEPTEMBER 22, 2010 IN BOWMAN, ND

See page G-335

1.6.8 SEPTEMBER 23, 2010 IN ELGIN, ND

See page G-348

1.6.9 *SEPTEMBER 27, 2010 IN FORT YATES, ND

See page G-369

1.6.10 SEPTEMBER 28, 2010 IN BISMARCK, ND

See page G-408

1.6.11 OCTOBER 12, 2010 IN BROADUS, MT

See page G-430

1.6.12 *OCTOBER 13, 2010 IN BAKER, MT*

See page G-440

1.6.13 *OCTOBER 14, 2010 IN EKALAKA, MT*

See page G-484

1.6.14 *OCTOBER 15, 2010 IN MILES CITY, MT (AFTERNOON)*

See page G-495

1.6.15 *OCTOBER 15, 2010 IN MILES CITY, MT (EVENING)*

See page G-509

1.6.16 *OCTOBER 18, 2010 IN GILLETTE, WY*

See page G-520

1.6.17 *OCTOBER 19, 2010 IN SHERIDAN, WY*

See page G-550

1.6.18 *OCTOBER 20, 2010 IN COLSTRIP, MT*

See page G-560

1.6.19 *OCTOBER 22, 2010 IN HARDIN, MT*

See page G-570

1.6.20 * *OCTOBER 25, 2010 IN CROW AGENCY, MT*

See page G-597

1.6.21 *OCTOBER 26, 2010 IN BILLINGS, MT*

See page G-607

1.6.22 * *DECEMBER 7, 2010 IN LAME DEER, MT*

No public comments were received.

1.6.23 * *DECEMBER 9, 2010 IN EAGLE BUTTE, ND*

See page G-648

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5 Colonel Ron Gregory. I'll be your hearing officer
6 tonight. I'm a military judge on the Air Force
7 Court of Criminal Appeals based in D.C. I'm not
8 assigned to Ellsworth Air Force Base or air combat
9 command. My job is to review trials by court
10 martial that are taken up on appeal in criminal
11 cases. I'm also not here as a legal advisor to the
12 air force representatives for this proposal tonight.
13 My role as the hearing officer is simply to ensure
14 that we have a fair, orderly and an impartial
15 hearing and to provide you folks an opportunity to
16 provide comments. In summary, I'm essentially just
17 the moderator, an impartial moderator for this
18 hearing tonight. And before we begin, I'd just
19 remind you if you could turn off your cell phones,
20 pagers or at least put them where they're on that
21 vibrate mode so they don't ring during the
22 presentations.

23 We're here tonight because the air force is
24 analyzing the environmental impacts of the proposed
25 expansion of the Powder River air space. Tonight₃

1 the air force will present information on the Powder
2 River Training Complex EIS and a project
3 description. The air force will also discuss the
4 environmental impact analysis process.

5 This hearing is being held in accordance with
6 the provisions of the National Environmental Policy
7 Act and the regulations that are published by the
8 council on environmental quality. The purpose of
9 this hearing is to receive your comments on the

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10 draft Environmental Impact Statement.
11 Before we begin with the presentation, I'd like
12 to note that representatives from headquarters, air
13 combat command, Ellsworth Air Force Base and the
14 Federal Aviation Administration, all of whom are
15 involved in this project, are present tonight.
16 I'd like to introduce Mr. Roger McGrath from
17 the FAA. He's the representative attending the
18 hearing tonight, and he's the fellow raising his
19 hand in the back there.
20 The hearing will be conducted in two parts.
21 First, Colonel Jeffrey Taliaferro, Commander of the
22 28th Bomb Wing here at Ellsworth Air Force Base,
23 will make a presentation on the proposed action and
24 the alternatives. Then Ms. Linda Devine from
25 Headquarters Air Combat Command at Langley Air Force
4
1 Base in Virginia will provide an overview of the
2 National Environmental Policy Act or NEPA, as well
3 as summarize the potential environmental
4 consequences of the proposal.
5 The second part of this hearing will be your
6 opportunity to provide comments and statements for
7 the record. The input that you give will provide
8 the decision-makers for the Powder River Training
9 Complex Proposal the benefit of your knowledge of
10 the local area and your concerns about the
11 environmental analysis.
12 The public hearing serves as just one of
13 several opportunities for public comment.
14 Throughout this hearing please keep in mind that
15 this public hearing is not a debate; it's not a vote
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16 on the draft EIS, nor is it primarily designed as
17 just a question-and-answer session.

18 The hearing is about the adequacy of the
19 environmental analysis and the potential
20 environmental impacts associated with the proposal
21 being studied by the air force and the FAA as a
22 cooperating agency. Concerns related to the
23 National Historic Preservation Act, Section 106
24 consultation process are also welcome. However,
25 concerns about other non-environmental issues should₅

1 not be raised at the hearing since they will not add
2 to the decision-making process and will simply take
3 away time from the other attendees' opportunity to
4 comment.

5 To ensure the accuracy and full documentation
6 of the hearing we have a stenographer, Cindy
7 Pfingston, sitting over here to my right who is
8 taking all of this down. Again, you'll be making
9 your comments after the air force presentation, and
10 I'll provide you this microphone. Come down front
11 and I'll hand you the mike, and you can make your
12 comments. And, again, they'll all be transcribed.

13 If you'd like to provide your comments in
14 writing, written comment sheets are available at the
15 registration table for your use. You can turn these
16 sheets in at the end of the evening, or you can mail
17 or fax them later at your convenience. If you mail
18 your comments or fax them, send them to the address
19 shown on the slide. The address is also printed on
20 the brochure and the comment sheets.

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22 The air force will consider comments throughout
23 the environmental impact analysis process. To make
24 sure your comments are considered and documented in
25 the final EIS though, please submit your comments by
 November the 15th, 2010.

6

1 I'd now like to turn the presentation over to
2 Colonel Taliaferro who will provide you specific
3 details on the proposal.

4 Colonel?

5 COLONEL TALIAFERRO: All right, thanks a lot.

6 Great to see a lot of our neighbors here today,
7 a lot of folks that we've already had a chance to
8 meet. And if while not really a part of this
9 presentation or this process, if you'd like to talk
10 to me after, I'll stay after outside and answer any
11 personal questions you may have for me.

12 As we mentioned, I'm Colonel Jeff Taliaferro.
13 I'm the Commander of the 28th Bomb Wing. And in
14 Ellsworth parlance or air force parlance, I'm the
15 installation or base commander at Ellsworth Air
16 Force Base.

17 First I'll review the existing air space and
18 its limitations with respect to -- oh, I'm sorry,
19 let me back up.

20 I'm here to explain the proposed expansion of
21 Ellsworth Air Force Base's Powder River military
22 training airspace.

23 The purpose of the proposed Powder River
24 Training Complex is to provide local airspace that
25 would support primarily Ellsworth and Minot Air

7

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1 Force Bases with the capability necessary to
2 adequately train aircrews and ensure their
3 readinesses to succeed and survive in combat.

4 First, I will review the existing airspace and
5 its limitations with respect to our current training
6 requirement to support overseas combat operations.

7 Second, I'll discuss the Powder River Training
8 Complex proposal, its advantages, why it is needed,
9 and how we are addressing common concerns of the
10 proposal.

11 The current Powder River military training
12 airspace, as depicted on this chart, sits just
13 northwest of Rapid City and Ellsworth Air Force
14 Base. The airspace covers about 9,748 square miles.
15 It's located over portions of South Dakota, Wyoming,
16 and Montana. The lowest altitude we currently fly
17 is 500 feet above the ground, and the highest
18 altitude is flight level 450 (or about 45,000 feet).

19 The current airspace encompasses six private
20 and seven public airfields supporting over a hundred
21 registered light aircraft. Today, in the Powder
22 River airspace, military aircraft must avoid FAA
23 charted airports by 1,500 feet and 3 nautical miles.
24 Known private airstrips uncharted by the FAA are
25 avoided by a thousand feet and one nautical mile.
g

1 Residents living under the Powder River airspace may
2 request that Ellsworth Air Force Base's airspace
3 manager temporarily restrict overflight of areas
4 sensitive to noise, such as acreage utilized during
5 calving seasons, or cultural and traditional

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6 ceremonies. Currently, 17 noise-sensitive areas are
7 charted and avoided by military aircraft flying in
8 the Powder River airspace. And you can see that on
9 this chart with the red circles on the map.

10 The proposed expansion would nearly quadruple
11 the airspace available for combat training, depicted
12 on this chart in blue. Just like the current Powder
13 River airspace, depicted on the chart in black, the
14 flight altitudes are proposed to remain 500 feet
15 above the ground level to at least as high as flight
16 level 450 or 45,000 feet above mean sea level.
17 Under the proposed action, the airspace would cover
18 about 12 private and 19 public airfields. The
19 public and private airfields would remain protected
20 as they are now. Noise-sensitive areas would also
21 continue to be avoided.

22 During a typical flying day, aircraft from
23 Ellsworth Air Force Base, South Dakota, Minot Air
24 Force Base, North Dakota and Offutt Air Force Base,
25 Nebraska, use the existing airspace. Currently 9

1 flight training operations are generally conducted
2 from 9:00 a.m. to midnight, Monday through Friday.
3 Occasionally, the airspace is used on the weekends
4 or at later times. The majority of this flight time
5 is flown above 18,000 feet. Under this proposal the
6 air force would not regularly schedule training in
7 the proposed airspace weekday afternoons (noon to
8 6:00) or weekends (noon Friday through to 7:30 a.m.
9 Monday). When training is needed, though, during
10 those hours, the air force would schedule the
11 airspace with the FAA, and the public would be

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12 notified of this by NOTAM (or Notice to Airmen),
13 just as we do today in the current airspace.

14 The proposed expansion would provide the
15 airspace needed to conduct local realistic training
16 for Ellsworth and Minot aircrews.

17 U.S. Air Force flight crews have used the
18 Powder River airspace since the 1980s. As seen on
19 this chart in red, the routes used then crisscrossed
20 the area of the proposed expansion and were
21 predominantly low-level routes. They were designed
22 in the 1980s to ensure bomber crews were prepared to
23 employ nuclear weapons. Many are no longer used and
24 since have been decommissioned.

25 The current Powder River airspace was a part of
10

1 this network of training routes. It's been used
2 extensively since the 1980s with only a single
3 military aircraft crash in 1997. This accident did
4 not harm any civilians. Military crews using the
5 Powder River airspace have maintained an outstanding
6 safety record. During this period there were zero
7 hazardous air traffic reports, zero high accident
8 potential reports, zero traffic collision avoidance
9 system resolutions, zero air traffic control
10 violations, and zero mid-air collisions.

11 Over the last two decades, the mission of the
12 U.S. Air Force has evolved significantly. For
13 bomber operations, the mission has changed
14 drastically to the point that the current Powder
15 River airspace has inadequate space and diversity to
16 accommodate necessary B-1 and B-52 training

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17 requirements for combat.⁹⁻¹⁴⁻¹⁰
18 The current airspace and low level routes
19 permit a single aircraft, or a single two-aircraft
20 formation, to practice low altitude attacks into
21 simulated air defenses. However, today's combat
22 operations require bomber crews to roam vast areas
23 and to quickly respond with a variety of weapons to
24 support ground troops spread across entire
25 countries. As this slide shows, the expansion 11

1 airspace better permits this type of training to
2 prepare our aircrews for combat in Afghanistan.

3 Additionally, we must train against a variety
4 of emerging threats. These threats range from
5 insurgent fighters employing guerrilla tactics with
6 conventional weapons to an adversary employing a
7 large military with advanced fighter aircraft and
8 long-range state-of-the-art radar and missile
9 defenses. 25 years ago our forces traditionally
10 faced surface-to-air threats that reached out 20 to
11 30 miles, and we employed bombs from less than a
12 mile away from the target. Today these same types
13 of threats range hundreds of miles, and our aircraft
14 deploy and employ weapons across similar distances.

15 Realistically simulating a battle environment
16 requires a near four-fold increase in airspace and
17 the use of chaff and flare countermeasures. Limited
18 supersonic flight would also be needed approximately
19 ten days a year.

20 The proposed airspace increase from one local
21 training area to four local training areas would
22 allow multiple aircraft, or formations of aircraft,
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23 to utilize individual training areas simultaneously.
24 This would increase the flexibility and training
25 opportunity for our aircrews. In particular, this¹²

1 would be very advantageous for Ellsworth Air Force
2 B-1 crews and Minot Air Force Base B-52 crews, as
3 the airspace could support up to 85 percent of their
4 required training events.

5 Today the size of Powder River airspace is
6 useful for only about 46 percent of B-1 aircrew
7 missions and 31 percent of B-52 aircrew training
8 sorties. However, due to the proximity of Powder
9 River to Ellsworth Air Force Base, aircraft missions
10 that utilize the airspace are able to complete their
11 training and return to base quickly enough to allow
12 that same aircraft to be flown again, by another
13 crew, that same day. If the additional airspace, as
14 proposed, was available, this capability would
15 significantly increase the B-1 training
16 opportunities and the rate at which Ellsworth Air
17 Force Base squadrons could produce combat-ready
18 aircrew.

19 The Powder River Training Complex expansion
20 would allow supersonic flight during large force
21 exercises, which are proposed to take place
22 approximately ten days per year, and the release of
23 chaff and flares during daily flight activity.
24 Training aircrews would use the electronic scoring
25 site located near Colony, Wyoming that simulates¹³

1 surface-to-air missiles and anti-aircraft artillery,

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2 as well as several ⁹⁻¹⁴⁻¹⁰ heated ground targets. It's
3 important to note that neither the current Powder
4 River airspace nor the proposed airspace expansion
5 include a live bombing range. In other words, we
6 will not be dropping either live or inert bombs
7 onto the ground under the proposed, and we don't do
8 it under the current airspace either.

9 The size and sectioning of the proposed
10 airspace expansion would also permit more effective
11 scheduling. Much like grazing or crop rotation,
12 military schedulers can activate only the portions
13 of the complex required to support flying activities
14 and only for the block of time needed.
15 Additionally, with four sectors, schedulers would be
16 able to activate more than one area at a time which
17 it could increase the amount of training that can be
18 conducted within Powder River simultaneously.

19 It's also important to note that neither the
20 current, nor the proposed Powder River airspace
21 contains restricted airspace. Although it's prudent
22 to de-conflict civilian and military training
23 flights, civilian aircraft flying under visual
24 flight rules may legally fly through the Powder
25 River airspace at any time. Aircraft operating

14

1 under instrument flight rules would continue to be
2 controlled by one of three FAA air traffic control
3 centers and kept clear of military aircraft. As it
4 is today, information on Powder River activity will
5 continue to be readily available using any one of
6 the Federal Aviation Administration Websites or by
7 checking Notices to Airmen on-line or by telephone

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8 or by radio through the FAA-controlling agency or
9 flight service station. These procedures have
10 proven effective in the current Powder River
11 airspace for more than 20 years.

12 To minimize the impact on general and
13 commercial aviation, the proposed airspace design
14 includes transition corridors that would lie between
15 each of the primary airspaces. During normal
16 day-to-day operations these transition corridors
17 would remain open for civil aviation. During
18 infrequent large force exercises, some or all of the
19 corridors may be temporarily activated. The ability
20 to combine the airspace segments would provide
21 flight crews the opportunity to train against a
22 realistic simulation of an adversary employing
23 advanced fighter aircraft using long-range radar and
24 sensors, or simulated state-of-the-art
25 surface-to-air missile capability.

15

1 During the scoping process for this proposed
2 action several concerns were raised. First, there
3 were concerns for the safety and restrictions on use
4 of the airspace by general aviation. To address
5 this concern the air force, in cooperation with the
6 FAA, modified the proposed action and alternatives
7 to minimize impacts to the existing air corridors,
8 victor routes, and airports. As a result, all
9 existing victor routes would remain unaffected,
10 except during large force exercises. Also, the
11 Powder River 1 military operating area, that's
12 the -- well, we don't have a chart up there, but

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13 it's the one furthest to the west, was redrawn to
14 minimize impacts to an airway that ran through the
15 originally proposed western boundary. In addition,
16 the buffer zones around some of the regional
17 airports in the area were also increased.

Another concern was any limitation on activities such as Life Flight or aerial firefighting. In accordance with FAA regulations, Life Flight and aerial firefighting would retain their priority over military training missions. In the event of a wildfire, a temporary flight restriction would activate over the affected area and no military training operations would occur.

16

The current memorandum of understanding between Ellsworth Air Force Base and the Bureau of Land Management on file in Miles City, Montana would continue to regulate the de-confliction of military and firefighting operations in the Powder River Training Complex. In the proposed areas of expansion, the air force would also work to establish similar agreements with the appropriate agencies.

10 With respect to concerns about noise pollution,
11 the Ellsworth Air Force Base airspace manager and
12 unit schedulers already enact procedures to ensure
13 minimal disruption of ranching, population centers,
14 and other activities due to aircraft noise. The
15 current processes and organizations would oversee
16 the Powder River Training Complex in the same
17 manner.

18 The potential for additional noise from
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19 supersonic flight was mitigated by two restrictions.
20 First, supersonic flight will only be authorized
21 during infrequent large force exercises and will not
22 be authorized for day-to-day training. Second,
23 during large force exercises, fighter aircraft would
24 be limited to supersonic flight above 10,000 feet
25 above ground level, and B-1 aircraft would be

17

1 limited to supersonic flight above 20,000 feet mean
2 sea level.

3 Another concern has been the proposed addition
4 of chaff and flare training. Modern chaff, known as
5 "angel hair" chaff, is thinner than a fine human
6 hair, normally shorter than one inch in length and
7 consists of small amounts of silicon based material
8 that would scatter prior to reaching the ground.
9 While in the air, these very fine filaments are used
10 to create radar interference in order to decoy enemy
11 radar. Once on the ground, chaff rapidly degrades
12 and becomes indiscernible from naturally occurring
13 silica and aluminum soil materials. Modern chaff
14 poses no threat to humans, livestock or any
15 infrastructure such as power transmission lines or
16 sub-stations.

17 Flares are designed to decoy heat-seeking
18 missiles. They would be used only with appropriate
19 limitations to minimize the fire hazard. They would
20 not be used below 2,000 feet above ground level.
21 Flares burn out by the time they fall about
22 500 feet. Flares would also not be deployed over
23 areas where the national fire danger rating system

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24 has issued an extreme fire danger rating.
25 Altogether, B-1 training chaff and flares have
18

1 been used for years in the military operating areas
2 near Las Vegas, Salt Lake City and Mountain Home,
3 Idaho without distress to the environment.

Finally, some are concerned about the airspace's impact on existing or new commercial enterprises such as wind turbines or mining operations. Any vertical obstructions above 200 feet, such as communications towers or larger wind turbines, require evaluation by the Federal Aviation Administration's Obstruction Evaluation/Airport Airspace Analysis Process. Each would be considered by the FAA on a case-by-case basis. The U.S. Air Force may be consulted, but the air force does not have authority to disapprove construction on private property. If a commercial structure becomes a factor to the airspace due to its height, it would be charted and avoided just as they are today.

18 Work to expand the Powder River Training
19 Complex began in 2005 and is governed by the
20 National Environmental Policy Act. The process
21 takes many years. It started with a validated
22 military necessity. This necessity is weighed
23 against environmental and public concerns.

24 In July of 2010, the U.S. Air Force submitted a
25 formal proposal for the expansion to the Federal

1 Aviation Administration. The draft Environmental
2 Impact Statement was, of course, published in August
3 of this year, starting the public comment period.

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4 After the public comments from these hearings
5 are documented and addressed, the final
6 Environmental Impact Statement will be released.
7 This release is estimated to occur in the summer of
8 2011. The goal is to have a decision on the Powder
9 River Training Complex airspace by Fall of 2011.

10 In closing, this airspace expansion will
11 greatly improve the training of our U.S. Air Force
12 airmen as they prepare to confront threats facing
13 our nation. Just as enemy threats and capabilities
14 have evolved over time, our training environment
15 must also change so we can realistically prepare to
16 face them.

17 Okay. well, thanks for your attention, and now
18 I'll turn it back over to Ms. Linda Devine to talk
19 more about the NEPA process. And, again, I'll be
20 staying after if you have any individual questions
21 you'd like to ask me. Thanks.

22 MS. DEVINE: Thank you, Colonel Taliaferro.

23 Good evening. I'm Linda Devine. I'm from
24 headquarters air combat command at Langley Air Force
25 Base, Virginia. I'm the Environmental Impact 20

1 Analysis process manager for this project. I am
2 here tonight to discuss the National Environmental
3 Policy Act or "NEPA" and the Environmental Impact
4 Analysis process.

5 The National Environmental Policy Act is our
6 national charter for the protection of the
7 environment. Basically, it requires federal
8 agencies to analyze the potential environmental

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consequences of a proposed action and reasonable alternatives, including a no-action alternative before any action is taken. The proposed action just presented is the air force's preferred alternative. Alternative A best meets the purpose and need by providing four combinations of military operations areas and air traffic control assigned airspaces.

Alternatives B and C each provide three combinations of airspace but provide fewer areas for training. Under Alternative B, the Powder River 4 MOA Operations Area, or MOA, would not be charted. The Military Operations Area is represented on this slide as PR 4. In Alternative C, the Powder River 1 MOAs would not be charted. Alternative B is superior to Alternative C because it includes the Powder River 1 MOAs. The Powder River 1 MOAs are

the only airspaces proposed over terrain that would meet B-1 terrain following requirements.

The no-action alternative simply analyzes the environmental impacts of keeping the airspace configuration in its existing state. It provides the benchmark for comparing the effects of other action alternatives.

The National Environmental Policy Act also provides opportunities for public involvement. By being here tonight, you are participants in that process. The goal of the National Environmental Policy Act is to make good decisions, and by involving the public in the process, we try to balance our air force requirements with the

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15 community and environment. Your input into the
16 process helps us make the most informed decisions
17 possible.

18 As you can see, there are several key steps to
19 this Environmental Impact Analysis process. We are
20 currently at the public and agency review stage.
21 Copies of the draft EIS were mailed in mid-August to
22 state and federal representatives and individuals
23 who requested copies. Postcards were mailed to all
24 other parties who had expressed an interest in the
25 proposed action.

22

1 During this phase of public involvement, we are
2 providing you the opportunity to review and comment
3 on the draft Environmental Impact Statement. This
4 public hearing is a part of that process. It
5 provides the public an opportunity to learn about
6 the proposed action, the potential environmental
7 impacts, and to provide comments on the draft EIS.

8 As part of the public comment phase, we have
9 scheduled 19 public hearings in areas we felt we
10 could reach the largest number of interested and
11 concerned citizens. A copy of the hearing schedule
12 is available at the reception table.

13 At the end of the public comment period, we
14 will combine public and agency input received at
15 this public hearing with the inputs we receive
16 through the mail and use it to prepare a final
17 Environmental Impact Statement.

18 Once the final Environmental Impact Statement
19 is complete, it will be distributed in the same

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20 manner as the draft EIS, and after a 30-day waiting
21 period, a record of decision will be signed by the
22 air force documenting which of the four alternatives
23 the air force selects for implementation.

24 The Federal Aviation Administration has the
25 same requirements under the National Environmental
23

1 Policy Act as other federal government agencies, and
2 for this proposed action, the Federal Aviation
3 Administration is participating in the Environmental
4 Impact Analysis process as a cooperating agency.
5 The FAA has the overall authority for charting new
6 airspace and before any airspace can be charted,
7 they may either accept the air force's Environmental
8 Impact Statement and sign their own record of
9 decision, or complete their own Environmental Impact
10 Statement.

11 The scoping process, including meetings held in
12 2008, in which you may have provided input, led us
13 to revise the proposed action and alternatives and
14 helped us focus our analysis. This demonstrates
15 that your comments are important. Once all
16 alternatives were defined, the air force prepared a
17 draft Environmental Impact Statement analyzing the
18 resources having the potential of being affected by
19 the proposed action or alternatives. The draft
20 Environmental Impact Statement includes the purpose
21 and need for the action, a description of the
22 proposed action, and alternatives or the who, what,
23 when, where and why of the action, a description of
24 the existing environment, and an analysis of the
25 potential environmental effects to the airspace,
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24

1 human, cultural and natural environment.

2 Let's briefly look at some of the results from
3 the EIS preferred alternative regarding those
4 environmental resource areas.

5 One of the greatest concerns identified during
6 the scoping phase dealt with impacts to airspace
7 management, air traffic, and flight safety. After
8 initial analysis, and in direct response to concerns
9 identified, the air force and FAA worked together to
10 revise the proposed action to minimize impacts as
11 described by Colonel Taliaferro. Based on the
12 revised proposal, an estimated 129 daily civilian
13 operations could be impacted through ground
14 holds/diversions or needing to fly VFR see-and-avoid
15 in an active MOA. Pilots choosing not to fly in an
16 active MOA would have to reschedule to fly in that
17 airspace when the MOA is not active. By limiting
18 daily activation of the MOAs during the afternoon
19 hours and on Saturdays, the air force would minimize
20 some of these effects.

21 Life Flight and other emergency operations
22 would not be impacted as they would be given
23 priority in the airspace just as they are today.

24 wake vortices or air disturbances from large
25 aircraft could potentially impact light aircraft

25

1 flying through the wake of a low-flying bomber.
2 Because atmospheric conditions and winds common to
3 this region of influence cause wake vortices to
4 decay and dissipate quickly, there's an unlikely

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5 potential for this to occur, and there are no
6 recorded cases of wake vortex impacts in the
7 existing Powder River airspace.

8 Large-force exercises are proposed once per
9 quarter for one to three days, a maximum of ten days
10 per year. These exercises would be publicized in
11 advance, and most training would take place below
12 26,000 feet mean sea level. Most large-force
13 exercise training would not impact jet routes.
14 However, some would have the potential to
15 significantly impact between 43 and 244
16 high-altitude commercial flights. To reduce
17 impacts, large-force exercise training in air
18 traffic control assigned airspace for the airspace
19 above 18,000 feet would be scheduled by the Federal
20 Aviation Administration.

21 Aircraft noise was also identified as a concern
22 during scoping due to the proposed low-altitude
23 overflights and supersonic operations. In general,
24 the day-night average sound level, or the ambient
25 noise level that you experience today would be

26

1 similar to that expected under the proposed action,
2 with only minimal changes caused by military
3 overflights. However, any location under the
4 proposed airspace could expect to experience
5 individual aircraft overflights below 2,000 feet
6 between six and nine times per year. These
7 high-speed low-altitude aircraft can produce sound
8 exposure levels greater than a hundred decibels, and
9 the sudden onset can be startling to humans and
10 animals, and could cause domestic animals, such as

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11 horses and cattle, to spook, especially when penned.
12 To minimize potential safety risks, temporary or
13 long-term avoidance areas similar to those currently
14 in place would be established.

15 With respect to supersonic flights, which are
16 now proposed only during quarterly large-force
17 exercises, approximately one sonic boom per day
18 could be experienced at any given location on the
19 ground. Most sonic booms would be heard as thunder;
20 although, some could be experienced as a sharp
21 crack-crack. Household items balanced on shelves,
22 edges, such as mantels or bookcases, could fall and
23 break due to vibrations caused by sonic booms.
24 Structural elements of homes and buildings, normally
25 in good condition, would not be expected to fail.

27

1 No significant impacts are expected to air
2 quality, soil or water resources. B-1, B-52
3 training would not produce enough emissions to
4 affect air quality or visibility. No
5 ground-disturbing activities are proposed. Residual
6 materials generated from chaff and flare use are
7 inert and would not be in sufficient quantities to
8 affect soil or water resources.

9 An incidental bird/aircraft strike hazard could
10 occur with endangered species such as the piping
11 plover, whooping crane or interior least tern.
12 These birds are migratory through the area, and the
13 air force implements seasonal avoidance areas to
14 reduce the potential for bird-aircraft strikes.
15 Therefore, the proposed action is not likely to

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adversely affect the population. No effect would be expected to other protected or special status species. Some startle effects could be expected as wild or domestic animals are startled by an infrequent random overflight, but significant impacts would not be expected. The potential for a fire to be caused from the flares is minimal because flare use would burn out within 500 feet of release from an aircraft, and flare use would only be permitted above 2,000 feet above ground level.

16 The air force is engaged in National Historic
17 Preservation Act Section 106 consultation with the
18 state historic preservation officers and tribes.
19 And copies of the comments received at these public
20 hearings would be made available to them as part of
21 that process.

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22 Many of these sites are also traditional
23 cultural properties, and any change in settings
24 created by increased noise, sonic booms or visual
25 intrusions could be considered an adverse impact²⁹

1 upon tribal ceremonies and quests.

2 The air force would establish reasonable
3 temporary or seasonal avoidance areas or could adopt
4 other measures identified in
5 government-to-government consultation with affected
6 tribes to reduce intrusive impacts.

7 There is a potential for economic impacts from
8 flight delays and potential routings of IFR traffic
9 around an active MOA or air traffic control assigned
10 airspace which is above 18,000 feet. The stratified
11 airspace is designed to be more compatible with IFR
12 traffic and minimize these impacts.

13 No land use or property value impacts would be
14 anticipated from flight operations, and no
15 ground-disturbing actions are included in the
16 proposed action.

17 Altitude overflight restrictions would be
18 established over tall structures such as tall
19 construction cranes, power plant stacks and wind
20 farms. Coordination would be required between mine
21 operators and the air force to ensure that radio
22 frequencies used for mining are not used by air
23 force aircraft during training.

24 Intermittent low-altitude flight would not be
25 expected to significantly impact recreational³⁰

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activities or interfere with hunting. However, should an overflight be experienced, an individual could become annoyed. The air force would not normally train on weekends, and this would somewhat reduce potential impacts on recreationists.

Environmental justice applies when there is a potential for disproportionately high and adverse human health or environmental effects to minorities, low-income populations, or children.

Powder River 1A and B MOAs have the greatest potential for disproportionate impacts. Powder River 1A lies above an area that has a greater proportion of minority and low-income populations and children than any other area beneath the proposed airspace.

Cumulative effects consider the potential environmental impacts resulting from the incremental impacts of the Powder River Training Complex proposed action when added to other past, present and reasonably foreseeable actions, regardless of what agency or person undertakes such actions.

Air operations and cultural resources could be individually and cumulatively impacted by major energy and transportation development. The establishment of the Powder River Training Complex,

in combination with any other ongoing activities by federal or other agencies or enterprises, would not be expected to have incremental impacts.

This concludes the discussion of the potential impacts associated with the proposed action and alternatives.

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7 I would like to thank you for your
8 participation in this Environmental Impact Analysis
9 process and turn the floor back over to Colonel
10 Gregory who will provide you with information on the
11 second and most important part of tonight's public
12 comment period.

13 Colonel Gregory?

14 THE HEARING OFFICER: All right. Thanks.

15 All right. Let's go ahead and move into the
16 public comment part of this hearing tonight. I'll
17 call the names of those who signed up. If you have
18 not had a chance to sign up and you'd still like to
19 do so, if you want to raise your hand now, we'll get
20 you a card. Anyone?

21 (No response.)

22 THE HEARING OFFICER: If you change your mind,
23 raise your hand, and someone will get you a card.

24 I'll call your name, and the procedure gives
25 three minutes to each speaker. And we'll have a₃₂

1 timekeeper over here with some cards who will let
2 you know when your time is running down and the
3 clock is about to run out.

4 The hearing is scheduled to end at 8:00 p.m.
5 Now, before 8:00 p.m. everyone who wishes to do so
6 has had a chance to speak and you'd like another
7 three minutes to expand on your earlier remarks,
8 then we'll do that once we make sure that everyone
9 else who wanted to speak one time has already
10 spoken.

11 As I mentioned earlier, we'll give you a

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12 microphone, this microphone right here so everybody
13 can hear, and also it will help our stenographer
14 here to make sure she gets your remarks accurately.
15 Please clearly state your full name and the name of
16 the organization, if there is an organization, that
17 you're representing before you begin your comments.
18 Please don't provide any other personal information
19 like your home address and phone number, for obvious
20 reasons.

21 As I said, your comments will be recorded by
22 our stenographer verbatim. They'll become part of
23 the transcript, and they'll be part of the permanent
24 record of this meeting that will be published in the
25 final EIS. The names of the individuals making the
33

1 comments, as well as their comments, will be in the
2 final EIS, but personal home addresses and phone
3 numbers and things like that will not be.

4 You don't have to speak for the full three
5 minutes. If you choose to speak for the full three
6 minutes you'll see a yellow card over here when you
7 only have 30 seconds left, and when your 30 minutes
8 have ended you will see a red card, and at that
9 point I'd ask you to go ahead and wrap up your
10 statement, and then you can just return to your
11 seat. If you think you're going to run out of time,
12 just go ahead and rack and stack your comments to
13 make the most important ones first.

14 If, for whatever reason, you don't get a chance
15 to voice all your comments or you think of something
16 later that you'd like to comment on or if you don't
17 want to voice your comments up here with the

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18 microphone, as we mentioned earlier, you can submit
19 comments in writing, and there is no page limit to
20 written comments. The air force gives equal weight
21 to oral and written comments, and they all become a
22 part of the official record and are included in the
23 final EIS.

24 Before we start this, just a few concluding
25 suggestions: Please limit your comments to the 34

1 draft EIS that is the purpose of this public comment
2 period. Also, there's no need to repeat what
3 another speaker has already said. If you agree with
4 somebody on a particular point or issue, you can
5 certainly say so, but since it's already recorded,
6 you don't need to repeat it.

7 So I have the cards here. Did anybody else
8 need one, one more time?

9 Okay, can we get a card here?
10 (Complied.)

11 THE HEARING OFFICER: Just go ahead and fill
12 that out, and then he'll bring it up here and we can
13 go ahead and get started.

14 Ms. Pfingston has asked that when you state
15 your name, if you could spell it as well, that will
16 help her out a lot to make sure that we get it
17 correct in the record.

18 Let's see, first card on top here, from the
19 USDA, is Mr. Merrill Nelson.

20 Mr. Nelson?

2001

21 MR. NELSON: Merrill Nelson, M-e-r-r-i-l-l,
22 Nelson, N-e-l-s-o-n. Our program is USDA Wildlife

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2001 (cont'd)

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3 next speaker I have is Mr. Chris Lien. I hope I got
4 that last name right.

5 MR. LIEN: You did.

6 THE HEARING OFFICER: Okay, very good.

7 MR. LIEN: Thank you, Colonel Gregory.

8 Chris Lien, C-h-r-i-s, L-i-e-n.

2002

9 And, Colonel Gregory, I just wanted to say
10 thank you for the opportunity for all of us to be
11 here to comment. I stand before you this evening as
12 a member of the Ellsworth Task Force, a local
13 community group, a local business person, a general
14 aviation pilot and a fifth generation property
15 owner. And after having the opportunity to review
16 the Environmental Impact Statement, I rise in
17 support of the range expansion.

] GE-1

18 And that is all I have. Thank you.

19 THE HEARING OFFICER: All right. Thanks,
20 Mr. Lien.

21 Next is Mr. James Mirehouse.

22 Mr. Mirehouse?

23 MR. MIREHOUSE: James Mirehouse,

24 M-i-r-e-h-o-u-s-e.

2003

25 I, too, stand in favor of the expansion. I₃₇

] GE-1

1 have Montana livestock interests. I'm an aviator,
2 and I am also a member of the task force here
3 locally. But I really want to see the ability to
4 make sure that our aircrews are combat ready. I
5 also spent some time over in North Vietnam, so I
6 think that it's very important that we have a
7 capability to survive. Thank you.

] PN-1

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9-14-10

8 THE HEARING OFFICER: Thanks, Mr. Mirehouse,
9 and thanks for your service.
10 Next I have Ms. Anita Lee.
11 Ms. Lee? 2004
12 MS. LEE: Before I start, could I trouble you
13 guys for some of your water? Maybe you don't have
14 any glasses. That's okay.
15 THE HEARING OFFICER: You can use my glass.
16 MS. LEE: That's okay. You guys took an hour
17 and twenty minutes. If I'm going to refute that in
18 three minutes, I thought I didn't want my throat to
19 get too dry.
20 Anyway, my name is Anita Lee, A-n-i-t-a, L-e-e.
21 And as you folks have had two years to create
22 and put together this environmental statement, we've
23 had two years to study the impact from our side, and
24 we have been studying how this has impacted the
25 local folks, the ranchers, the farmers, the business
38
1 people in other areas that have been taken as
2 training areas.
3 We do acknowledge that the Constitution does
4 give the military the right to take our land for
5 training. It also requires that we be compensated.
6 And I have studied the different ways that the
7 landowners have been compensated.
8 Now, the first one, what I call the bottom of
9 the scale, was New Mexico. The land was taken from
10 those ranchers, and they were given nothing. They
11 told them that after the war was over they'd give it
12 back. Well, that didn't happen. They took the land
13 from those people. They gave them nothing. To add
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2004 (cont'd)

14 insult to injury, they gave part of that land to
15 Germany for a German base after giving them nothing.
16 There's one gentleman that was so incensed.
17 His name is G.B. Oliver. Some of you maybe have met
18 him. He's been to Rapid City at least once. He
19 started an organization called the Paragon
20 Foundation to help people across the country who are
21 faced with this -- and there's a lot of us faced
22 with this -- to help them fight for their land
23 rights.
24 Okay, the next one on the scale was Nevada.
25 This is where I started because two years ago we

39

1 were told this one would be exactly like Nevada,
2 much, much bigger but just like Nevada. So I
3 studied how those landowners were treated. There
4 again, they took their land. They told them exactly
5 like we've been told, "Oh, it'll have no impact.
6 You'll never know we're there. It won't lower your
7 property values." Yeah, right.

8 A young lady last week approached me. She
9 wanted to know where this lied. She had bought a
10 place in the country, nice, peaceful place to raise
11 her kids, and one day the planes were flying
12 300 feet overhead and ruined their barbecue. And
13 she didn't want that to happen again, and she wanted
14 to know if this would ever happen again, and I
15 showed her the map and yes, it would. She goes,
16 "There goes my property values."

17 And that's what happens, you can't stand to
18 live there; you can't sell it because nobody wants

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2004 (cont'd)

SO-2

40

[]

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2004 (cont'd)

9-14-10

25 year for the land that they use for the damages they
41

1 cause. Now, I don't mean to underestimate Fred
2 Kelly Grant's ability. He's a wonderful person, but
3 that would be my chosen alternative, because those
4 people can keep the land.

5 You know, once the government owns the land,
6 there are no property taxpayers. It's devastating
7 to the counties. If that land stays in private
8 hands, then the counties can continue the way they
9 are because they get their property tax. The cities
10 will stay the way they are because those people
11 living out there -- and this is a four-state area.
12 This is your customer base, Folks. When we're gone,
13 all those new stores they're building, where do you
14 think they're going to go? So that would be my
15 choice, but I'm sure it isn't up to us.

16 But I see I've got the --

17 THE HEARING OFFICER: She's got the stop sign.

18 MS. LEE: -- the red sign. I didn't take an
19 hour and 20 minutes like they did, but I thank you
20 for your time.

21 Can I keep this?

22 THE HEARING OFFICER: It belongs to the Holiday
23 Inn.

24 Let's see, next we have Mr. William Griffin.

25 Mr. Griffin?

42

1 MR. GRIFFIN: Thank you. You give her the
2 card, and then she can take the names from the card
3 instead of me spelling it. W-i-l-l-i-a-m,

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50-3

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4 G-r-i-f-f-i-n. 9-14-10 Thanks very much. 2005

5 Been a property owner in this area for 15
6 years, resident for seven years. Professionally I
7 am trained as an environmental engineer and
8 environmental lawyer. I spent much of my 33-year
9 career in industry doing the same thing these folks
10 did, which is examining projects, looking at the
11 environmental impacts, deciding how to mitigate
12 impacts, that sort of thing. And I am an
13 enthusiastic supporter of the proposal that the air
14 force has got here.

15 I'll mention one other story. The lady before
16 me was a better storyteller than me, but I'll share
17 one with you. We just spent three months in France,
18 60 million people in the space the size of Texas, so
19 it's kind of crowded. There are no wide-open spaces
20 there, but they do have an active military with jet
21 aircraft. They frequently flew over the town where
22 we were staying. Made some noise, but people are
23 accustomed to it. The chickens did not stop laying
24 eggs; the cows did not stop making cheese, and
25 people were comfortable living with it and I was,

43

1 too.

2 So thank you very much.

3 THE HEARING OFFICER: Good point with the
4 cards, too. All right, thanks, Mr. Griffin.

5 Next I have Mr. Marvin Kammerer.

6 Mr. Kammerer?

7 MR. MARVIN KAMMERER: Good evening. My name is
8 M-a-r-v-i-n, K-a-m-m-e-r-e-r. In German it means
9 caretaker. I assume we probably followed the lords

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9-14-10

2006 (cont'd)

10 up with a scoop shovel to pick up after their
11 horses.

12 Anyway, you're giving me three minutes to
13 defend what has taken me a lifetime to try to put
14 together, to defend what my grandfather came here
15 for from Germany, to cross here with a wagon train
16 supplying the mines in Rapid City in 1880.

17 36 people have died in plane crashes on our
18 ranch. I know what the matter is. I have three
19 cousins that had airplanes shot out from them in
20 World War II. One of them had two of them shot out
21 from under him. So I don't need to sit here and let
22 people try to use the old red, white and blue on me.

23 Our land is sacred. What we are doing to it
24 today is the same thing we did to the American
25 Indian years ago and are still doing to him. We are
44

1 the next Indian.

2 If you want the overflight and the use of this
3 land, then have the good grace to pay us like you do
4 everybody else, in easements, property damage. Who
5 would want to come to my ranch if a plane flew over,
6 a whole fleet of them and I wanted to sell out or a
7 neighbor wanted to sell out and he's been looking
8 for this place for years, something like this? Here
9 these planes just come zooming through. You
10 wouldn't want to buy a house and live right next to
11 a railroad track. That would be rather stupid if
12 you wanted peace and quiet, and we treasure that.

13 In 1980 the Corps of Engineers hauled my butt
14 into court because I wouldn't sign an easement

SO-1

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2006 (cont'd)

9-14-10

15 adjoining your base, 41 acres, not much, but it was
16 the principle involved. So we took them to court,
17 and we were a month and a half in federal court. I
18 had a lawyer who it was his first case, but he was a
19 man who would work for my interest.

20 We had a man by the name of John Fletcher. He
21 worked for the navy, the army and the air force at
22 times. He was an expert on wildlife and the noise
23 effects on wildlife. That was one of our key
24 witnesses, and we proved to them that the value of a
25 place also includes the quiet and serenity of the
45

1 prairie.

2 Your planes -- we used to always keep several
3 geese, ducks around. Every year the hens would come
4 up with maybe a dozen eggs in a nest, hatch out
5 probably ten, but once you brought in these big
6 planes and with that decibel ringing that they get,
7 we were lucky if we got two out of a hatch.
8 Checking these clusters of eggs, you would find that
9 the eggs had, in fact, been fertile, but the embryo
10 died. I don't have any proof of that but I know. I
11 live there.

12 So those of you who value the Sage Grouse,
13 those of you who value wildlife better start paying
14 attention, those who value the quiet serenity of the
15 prairie, and that is a value added point to any
16 ranch, deserve to be paid for it when you invade
17 their space.

18 You can blow your money everywhere else. If
19 it's so safe, as you say on the screen, then fly
20 over Rapid City at 500 feet three times a week at
Page 37

SO-4

BI-2

BI-3

SO-1

PN-2

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2006 (cont'd)

21 midnight, full bore. Give them the sound of freedom
22 that we put up with. You are not saving any fuel
23 because you people fly anyway, to Idaho or Nevada,
24 it doesn't make any difference.
25 And I'm kind of wondering, Colonel, you said
46

1 you had to get that plane back in time for another
2 crew to get in it. Don't you have enough planes for
3 the crews?
4 This whole thing raises as many questions as it
5 answers. And we are the ones who pay your wage, and
6 I am not convinced this is necessary for national
7 security. I've heard that too damn much, and it's
8 getting a little sour. My brother didn't go to Nam,
9 my cousin didn't go to Nam and I didn't lose a
10 nephew to Agent Orange to continue this any longer.
11 Our boys are doing a good job over there, and
12 girls, but they are not being used well. Just
13 because we can doesn't mean we should.
14 God bless America.
15 THE HEARING OFFICER: Thank you, sir. All
16 right, thank you, Mr. Kammerer.
17 Next I have Dr. David Schwietert. I hope I got
18 that right, or close.
19 DR. SCHWIETERT: Close, close enough.
20 David Schwietert, S-c-h-w-i-e-t-e-r-t. 2007
21 Thank you, Colonel.
22 One of my concerns as a general aviation pilot
23 is the routing between Rapid City and Billings. Of
24 course right now we cut through the edge of the
25 Powder River if we don't want to talk to anybody.
47

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PN-2

PN-3

SA-2

AM-3

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2007 (cont'd)

1 And, of course, part of the problem is that when
2 you're on low altitude in a G airplane, you can't
3 get ahold of Denver Center because you don't have
4 enough altitude. And then they want you to go up to
5 where they can get you in radar contact and then put
6 you right in the weather.

7 So my concern from an environmental standpoint
8 is that I would like to see some coordination
9 between the FAA and the air force and other
10 facilities so that we would have an IFR corridor,
11 I'll call it a GPS route, between Rapid City and
12 Billings. It doesn't have to be open ended. It
13 could be just a few thousand feet of altitude.

14 My biggest concern is a non-de-iced airplane is
15 that if we do go to the west and we do fly that
16 route, if we go Victor Airways, we're going to go
17 over to Buffalo and then Sheridan up, and then you
18 have to deal with the weather that comes off the Big
19 Horns. And as most of us know who fly that
20 particular route, you can get icing and other kinds
21 of turbulent weather at any time of the year,
22 especially in the wintertime. So having a more
23 direct route over to Billings would be a
24 safety-of-flight issue.

25 So, again, if we could have a route that would
48

1 be a GPS route say from 5- to 9,000 feet or whatever
2 it is at low altitude so that we could get through
3 in marginal conditions, we're going to have a lot
4 better safety factor. Especially what we really
5 desperately need is better communications at a lower

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AM-1

SA-3

SO-7

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2007 (cont'd)

6 altitude over in that area because that is a
7 no-man's land. And if you try to get ahold of
8 flight service at a low altitude or, you know,
9 Flight Watch or Denver Center, you can't talk to
10 anybody because they can't hear you. And I don't
11 remember exactly how many you had said, 12 airports
12 along that area, but, you know, it is, again, a
13 safety-of-flight issue. I'd like to see that
14 addressed in the EIS and in the proposal And I think
15 that we can all live together a little bit better,
16 but it hasn't been addressed yet.

SA-4

17 So I thank you very much.
18 THE HEARING OFFICER: All right, thank you.
19 Next speaker I have is Mr. Robert Heidgerken.
20 My apologies if I mispronounced that.
21 MR. HEIDGERKEN: You did very well. It's
22 Robert, R-o-b-e-r-t, H-e-i-d-g-e-r-k-e-n.

2008

23 I'm a third-generation rancher. I live on a
24 ranch just west of Ellsworth. I will be impacted by
25 this by more noise as more flights are in the 49

NO-1

1 holding pattern to land at Ellsworth.

2 I also have many neighbors and friends that
3 live in the Powder River training area that will be
4 impacted even more. And I am concerned about the
5 flares and the noise. I grew up in the early '70s,
6 and I have heard sonic booms, and it is not
7 crack, crack. It is more like two loud rifle
8 reports, one after the other, just boom, boom, and
9 they are very unnerving. It's very hard not to duck
10 when you hear these because you don't know where

NO-2

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2008 (cont'd)

9-14-10
11 they're coming from or what they are. Sometimes you
12 don't even hear the planes afterwards.

NO-2

13 Also, by living near Ellsworth, some of the
14 loudest noises I've ever heard is the sound of a
15 loaded B-1 leaving Ellsworth with its afterburners
16 on and you're looking right up at the pipes. It's
17 not the average noise levels that the air force
18 reports. It is much louder. And if you have to
19 hear these all the time, it does become very
20 unnerving.

NO-3

21 I guess my final comment is: who is the enemy
22 here? what have we done to deserve treatment like
23 this? Is this the new enemy?

GE-3

24 I guess that's all I have to say.

25 THE HEARING OFFICER: Thanks. All right, thank
50

1 you.

2 Next is Mr. Allen Olson.

3 Allen Olson?

2009

4 MR. OLSON: Thank you. I have to bring my
5 script sheet. Allen Olson, A-l-l-e-n, O-l-s-o-n.
6 I'm a citizen of the sovereign state of South
7 Dakota.

8 First of all I want to correct Anita a little
9 bit. That land in Nevada was irrigated. Right now
10 pipes are flowing with water coming out of it. The
11 air force forced them out.

12 And I'd like to thank Mr. Griffin for bringing
13 up that planes can fly over the cities, but I notice
14 that our friends from the Ellsworth Task Force have
15 never, and did not tonight, volunteer Rapid City to
16 be overflown.

GE-4

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9-14-10

2009 (cont'd)

17 Now, what happened to me about a month, month
18 and a half ago is never addressed in here, same with
19 Mr. Kammerer, if we are not in this but if you've
20 ever had a B-1 do a power 360 on top of you at
21 1,200 feet, you will know what noise is. And these
22 little flyovers at the rodeo are kind of a joke. I
23 think they would at least fly what they normally fly
24 over me and throw their afterburners on. Because a
25 B-1 does not emit decibels. That's a conversion.
51

NO-4

1 The air force is misleading everybody, and they
2 always average it, which is another misleading.
3 But to get on with what I was going to say:
4 This comes from the Rapid City Journal. It's from
5 Colonel Jeff.

6 I didn't want to destroy your name.

7 COLONEL TALIAFERRO: No problem.

8 MR. OLSON: But he says that the amount of
9 traffic isn't going to increase. Well, I disagree
10 with that. But what my original point is: I wish
11 you would address the impact to the people out of
12 the space on the way to the flight plan or to the
13 airport to land.

AM-2

14 Now, I noticed that they conveniently left out
15 the Warren Grove fire that was caused by a flare.
16 Now, this is from an AID report from the U.S. Air
17 Force. "There's clear and convincing evidence that
18 the cause of the fire at Warren Grove Gunnery Range
19 on May 15 was a wingman pilot error." Flyer -- or
20 flyer impacted the range that ignited fire.
21 17,000 acres impacted. Something like 2,000 people,

SA-5

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2009 (cont'd)

9-14-10
22 burned their houses. That same airport had an F-16
23 off base strike an elementary school. I notice that
24 was never brought up here.

25 I noticed also that Linda Devine failed to say 52

1 a boom of 5 pounds per square foot or greater would
2 be heard. It's not very often, but if you're out on
3 a horse and a boom hits you, it doesn't matter if
4 it's once every 10,000 years or once every 20,000
5 years, you're on the ground and you're hurt. So all
6 these averages I think are very disingenuous by the
7 air force.

8 I got other stuff in here, but you have a nice
9 day.

10 THE HEARING OFFICER: And, again, on your other
11 stuff, remember, written comments, no limit.

12 MR. OLSON: Do I still have a minute left?

13 THE HEARING OFFICER: Let me ask one question.

14 There was one other fellow who had filled out a
15 card. How many more cards do I have?

16 UNIDENTIFIED SPEAKER: Three more, sir.

17 THE HEARING OFFICER: Let me get these three,
18 and then if we're still -- you've got one more
19 little thing?

20 MR. OLSON: Right.

21 THE HEARING OFFICER: Go ahead.

22 MR. OLSON: On the life cycle of a flare,
23 they've changed what they said. Originally they
24 said the air force and the local fire department
25 would react rapidly. Now in the next one -- because 53

1 they know they can't react rapidly because they

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November 2014**

9-14-10

2009 (cont'd)

2 couldn't react to a \$13-1/2 million fire that they
3 created in '07 right on the base that spread out and
4 destroys hundreds of acres of land. Of course, the
5 Rapid City Journal, nobody covered it. It says now
6 local agency will respond and just notify the air
7 force. How sad.

8 THE HEARING OFFICER: Thank you. All right,
9 thank you.

10 I've got some more speakers here who signed up.
11 Mr. Ray Jilek?

12 MR. JILEK: It's J-i-l-e-k.

2010

13 I am the airport manager of the Black Hills
14 Airport at Spearfish, South Dakota, which is
15 underlying the entrance to this proposed expanded
16 MOA. I'm also the owner of Eagle Aviation. We're
17 the fix-base operator there, and we do a multitude
18 of different aviation-related activities, from pilot
19 training, aerial survey work, aerial spraying,
20 charter. You name it.

21 One of the things that was mentioned earlier is
22 the potential economic impact this proposal has. I
23 don't know how relevant the word "potential" is.
24 When you take an area that -- my backyard now, you
25 draw essentially 180-degree arch and say, "This area
54

1 is potentially off limits," granted, there is some
2 provisions made for access through that area. As a
3 pilot and an instructor, VFR would certainly be, as
4 you would get the weather briefing, not recommended.
5 If I'm out there in a hundred-mile-an-hour airplane
6 and I'm looking for a five-hundred-and-some knot

SA-6

SO-5

SA-7

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2010 (cont'd)

7 airplane, chances of seeing are slim; avoiding are
8 probably nil. SA-7

9 We do conduct a considerable amount of wildlife
10 surveys throughout that area every year, and it's a SA-8
11 little disheartening to think that we're going to
12 increase the level of risk we already have. You
13 take -- to put this in a context I can understand,
14 we're looking at taking an area of airspace that's
15 roughly the size of the State of Connecticut and
16 increasing it to an area approximately the size of
17 the state, square-mile wise, of the State of
18 Indiana. And now you're telling me that my best
19 flying hours, which are typically early mornings,
20 are going to be off limits. And at times --
21 essentially the way I put it, to try and make sense
22 of this in my own mind, is you're taking the State
23 of Indiana and you're saying, Okay, you can drive on
24 just the gravel roads to get around here.
25 Safety is going to be considerably less. Hope
55

1 you can avoid the milk truck coming around the
2 corner and so on and so forth. And yet at certain
3 times you can walk because you probably don't want
4 to fly through there at all.

5 When we have these large-force exercises and so
6 forth, I think economically it will be crippling to
7 our business, as well as my customers who, coming
8 from that area now, it was mentioned that the IFR
9 traffic through the existing MOA, as well as the
10 proposed MOA, is coordinated with the air force
11 traffic, and that's not necessarily true. What we
12 run into today is if there's one aircraft in that
Page 45

SO-6

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	9-14-10	2010 (cont'd)
13	MOA, as an IFR pilot we're not allowed access. We	SO-6 AM-3 AM-4
14	cannot go through that area.	
15	There's no proposal for increased radio	
16	coverage or radar coverage, so in effect if we have	
17	one aircraft training in that MOA, the IFR traffic	
18	is eliminated. And, you know, to take an area of	
19	the size of the Black Hills Region as people want to	
20	be here, our airport is, according to your numbers	
21	in the EIS, is the fifth most active airport in the	
22	study area.	
23	If you'll notice looking through those	2011
24	documents, there is no mention, there is no	
25	location, there isn't even a pinpoint to locate	
	56	
1	where Black Hills Airport is. We have activity	
2	that's going to be greatly impacted with the	
3	elimination of IFR traffic through and to our	
4	airport.	
5	I guess that's all I have to say.	
6	THE HEARING OFFICER: All right, thank you.	
7	Next I have Mr. Matthew Kammerer.	
8	MR. MATTHEW KAMMERER: Matthew, M-a-t-t-h-e-w,	
9	Kammerer, K-a-m-m-e-r-e-r.	
10	And I live as close to the base and ranch as	
11	anybody there could be. You don't get to be a cow	
12	man, you don't get to be a rancher in my mind unless	
13	you're there 365 days a year. You don't stand up	
14	here and tell me you own cows somewhere and you're a	
15	cow man. When you can pull a calf in, chill down,	
16	take care of baby lambs, put up hay, put it out in	
17	the wintertime, then you're a rancher or cow man.	

2011 (cont'd)

20 My family has owned land since 1882 where I
21 still live. There is a desire to be there that you
22 don't get by just buying land because you have money
23 in your pocket, not by my standards anyways. And
24 when you guys come to us and you tell us you want to
25 be good neighbors, I've seen this time and time

5 When you guys come in and you start flying the
6 way you do over my house and everybody else's house,
7 bring your pocketbook because I'm sick and tired of
8 being called a good neighbor and not getting the
9 same thing back.

11 All right. Next I have Mr. Jeff Carsrud.

13 MR. CARSRUD: Jeff Carsrud, J-e-f-f,
14 C-a-r-s-r-u-d.

22 THE HEARING OFFICER: All right, thank you.

GE-5

SO-

2012

GE-

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9-14-10

24 Mr. Larry Reinhold.
25 You're all set.

58

1 MR. REINHOLD: I appreciate it.
2 Larry Reinhold, R-e-i-n-h-o-l-d.

2013

3 You know, before I left tonight my son Danny
4 came up to me and he said, "Boy, if they have any
5 pictures of cool airplanes, bring them home." And I
6 stand before you tonight also wishing to tell you
7 that we have made many friends in the air force over
8 the years, good friends. We're also one of those
9 hundred-year families that have been on the Meade
10 County prairie, and my grandparents homesteaded
11 where we live right now.

12 We're currently working on a project on the
13 ranch that could change it quite a lot. I'm not
14 going to bore you with the details, but one of the
15 things that we have kept in mind is we wish to
16 preserve the integrity of that land, of that site,
17 of that ranch and of that family. Stewardship is
18 probably the best way to say it. I like
19 stewardship. It's taking care of what God has given
20 to us, what he's entrusted to us.

LU-1

21 We raise cattle and horses and a little wheat
22 and that. We also run a camp, and for the last 31
23 years we've operated Rainbow Bible Ranch, straight
24 north of the base 20 miles. And I'm proud to say
25 that we've had a lot of kids come from Ellsworth.

59

1 It's been good, been a good relationship.

2 But I'm going to raise some concerns here

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2013 (cont'd)

9-14-10

tonight. Each day we saddle between 20 and 30 head of horses to take kids for a ride. Even after camp is over, every day my kids are on horseback. We're calving right now. In fact, we're branding Saturday. We raise horses; we train horses. My girls rode today. They moved geldings.

One night I took a bunch of kids out. It's not a trail ride. We really try to teach these kids how to ride. One August night I had 38 kids out with me. Agriculture is kind of known as a dangerous situation, but we've been led to bring in kids, too, and throw them on horseback.

You know, I do have concerns, yes, for the stewardship of the land; yes, I have concerns for the safety of my family, the integrity of the land, the ranch. I have concerns for the safety of the kids that come to camp. And with those 400 young people that come each year and their families, we desire to preserve an opportunity for these kids and their families to experience that big wide-open quietness.

In closing, all I have to say is some ad campaign says "Aim high". That would be my

60

suggestion. Consideration, compensation, keep that in mind. This is involving a lot of people.

We've had cattle on the Powder River area up near Ekalaka during the drought. I've seen the planes fly. I know how low they fly. Pretty impressive, pretty impressive air show when they fly through. It's kind of like having the Thunderbirds, but I'm not sure if I'm up to the Thunderbirds 365

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LV-1

SA-9

LV-2

SO-1

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9 days a year.

10 Thank you very much. I appreciate it.

11 THE HEARING OFFICER: Thanks.

12 MR. REINHOLD: I appreciate it, sir.

13 THE HEARING OFFICER: Sure.

14 Any other cards? Any other speakers?

15 Anything? I still have some time. Anybody want to
16 expand?

17 Mr. Kammerer, I think you ran out of time. If
18 you want to come back up, we'll put another three
19 minutes back on the clock, as they say in the NFL.

20 MR. MARVIN KAMMERER: I won't bore you with 2006 (part II)

21 just three minutes. Anyway, I have in my hand here
22 two resolutions opposing the Powder River MOA, one
23 from Dakota Rural Action, which is a very capable
24 and honored organization in this state, respected
25 highly in the legislature; another one from the 61

1 South Dakota Stock Growers who last week came up
2 with a resolution strongly opposing the deployment
3 of this Powder River MOA. So these people represent
4 a large area, and they deserve to be heard; they
5 deserve to be considered. And if you're going to
6 impact them, for God's sake, start paying your dues.

7 I mean, the Rapid City Task Force helped spend
8 \$17 million on a bridge that goes to nowhere east of
9 the airbase. 5 million come out of the state so
10 they could supposedly keep this base open. If the
11 base hasn't any need for national security, let's
12 get rid of it.

13 We can't keep pretending. Eisenhower warned us

Page 50

2006 (part II
cont'd)

16 My kids, when I'm pushing up daisies, are going
17 to deserve a hell of a lot better than I see down
18 the road to them. And they're all producing, every
19 one of them. They're teachers; they're nurses.
20 They raise kids on these ranches. Some of them are
21 going to your service. Best damn kids in the world
22 come off these ranches. Don't try to eliminate any
23 more of them. They deserve and they're the best
24 that there is in this state.

LV-3

4 I was just telling Mr. Kammerer, those
5 resolutions, they can be considered written
6 comments, so he's going to submit those, and anyone
7 else can do so as well. 20

2004 (part II)

15 The commander has pretty much told us that the
16 need for this was saving fuel; they had to go all
17 the way to Nevada, and they were causing these
18 people to burn too much fuel. Well, I'm glad you
19 got off of that because as we got to the end of the

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9-14-10

2004 (part II
cont'd)

20 Environmental Impact Statement it said the biggest
21 impact, it wasn't for ranchers that were going to be
22 displaced; it wasn't the air pollution that was
23 going to be increased many times over. It was the
24 major increase in fuel consumption, kind of the
25 opposite of what we were told, but it's a major 63

SO-7

1 increase in fuel consumption because the planes that
2 fly over us will have to go around. And I don't
3 just mean the little guys. And I don't mean to
4 belittle you. You did a good job, and that was a
5 good point. There's a lot of little airports that
6 will really be in trouble.

7 But the Environmental Impact Statement went
8 quite a little into the major airports that would be
9 impacted. We only have about 500 of the big
10 airplanes that go over us a day. I'm talking about
11 Northwest, United, the big airplanes, the high
12 level. But in a bad weather situation, which they
13 said on the average occurs about a hundred days a
14 year, we are their bad weather route. If there's a
15 storm south of us, which they said on the average is
16 a hundred days a year, they fly over us, so this is
17 when we impact the big boys. They listed Seattle,
18 Washington D.C., New York. I can't remember them
19 all but pretty much all the big airports. They said
20 when they couldn't go around -- or go over here to
21 go around their usual route, it would, on average,
22 impact by giving a two-hour delay.

SO-8

23 well, you know how this domino thing is, if you
24 mess up these big airports by two hours, you're

SO-7

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2004 (part II)

25 going to impact the international flights. And if cont'd)

1 anybody has been paying attention to the news, they
2 know that our big air carriers are hurting
3 financially. It isn't the air force that needs
4 money to buy fuel; it's our domestic carriers. So
5 they're going to save a little fuel maybe by making
6 our major airlines spend a lot more on fuel. Now, I
7 don't see how that's going to help the economy
8 anywhere. But I do appreciate the fact that at
9 least they didn't tell us that was their need.

10 So we've all learned a lot in the last two
11 years, and I'm sure we'll learn a lot more. And I
12 thank you for the time.

13 THE HEARING OFFICER: Thanks.

14 Anyone else wish to add to their remarks?

15 would you state your name one more time for
16 her, just your last name.

17 MR. OLSON: Olson.

2009 (part II)

18 THE HEARING OFFICER: There we go.

19 MR. OLSON: And I'd like to invite you folks --
20 you'll have to probably drive to Belle Fourche or
21 Alzada -- to stop at the ghost town of Whitewood and
22 see, I suppose, a thousand people. And I hope this
23 isn't indicative of your whole Environmental Impact
24 statement. It's right past Sturgis. A thousand
25 five hundred, doesn't matter, but it's not a ghost
65

1 town by any means. But -- and that's on Page 3, 120
2 are ghost towns.

3 But I'd like to read Douglas MacArthur. In
4 1957 he said, "we have to remember that the
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2009 (part II

cont'd)

GE-6

5 Department of Defense consumes more money than all
6 50 states." And this is why -- and this was said in
7 '57 and is still indicative now. I heard it the
8 other night. It's the sound of freedom. He goes,
9 "Our government has kept us in a perpetual state of
10 fear, kept us in a continuous stampede of patriotic
11 fever with a cry of grave national emergencies.
12 Always there has been some terrible evil at home or
13 some monstrous foreign power that is going to gobble
14 you up" and we did not blindly "if we did not
15 blindly rally behind it." Now, that was over 50
16 years ago, and it's still indicative today.

17 Thank you.

18 THE HEARING OFFICER: Thanks.

19 Anyone else wish to add to their remarks?

20 Well, again, I want to thank you for coming out
21 tonight. If you've not had an opportunity to do so,
22 please take a look at the display boards that are
23 still out there. And if you want to do the written
24 comments, please provide those as well.

25 I appreciate your time and your interest in the
66

1 Powder River Training Complex EIS proposal, and
2 tonight is certainly not the end of your opportunity
3 to participate in this process. Written comment
4 sheets are available at the registration table. You
5 can turn these in tonight; you can mail them; you
6 can fax them at your convenience. If you do mail
7 your comments, send them to the address that's
8 printed on the brochure and the comment sheets.

9 Public comments are welcome in writing at any

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time during the Environmental Impact Analysis
Process. However, to receive timely consideration
for the final EIS, all comments must be submitted by
November the 15th, 2010.

If you'd like your own copy of the final EIS,
please let us know at the registration table or send
a letter or a postcard, and then we'll send copies
of the final EIS to you.

I want to thank you for your participation.
I'm going to go ahead and adjourn the formal part of
the hearing.

And, again, the posters are still up outside,
and I believe our representatives will be out there
and available if you'd like to chat.

So thank you again for coming out tonight.

(The hearing concluded at 7:45 p.m.,
September 14, 2010.)

1 STATE OF SOUTH DAKOTA)
2 COUNTY OF PENNINGTON) ss.

1, CINDY K. PFINGSTON, hereby certify that
the foregoing pages numbered from 1 to 66, inclusive,
constitute a full, true and accurate record of the
proceedings had in the above matter, all done to the best
of my skill and ability.

10 DATED this 30th day of September, 2010.

13 CINDY K. PFINGSTON
14 Registered Professional Reporter

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9-14-10

15

16

17 My commission expires:

18 February 4, 2016

19

20

21

22

23

24

25

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9-15-10

18 the record.

19 So with that, the card on the top, let's see,

20 Mr. Guy Edwards?

21 Come on up, Mr. Edwards.

22 MR. EDWARDS: Can I speak from here?

2014

23 THE HEARING OFFICER: You can.

24 Can everybody hear him if he speaks from there?

25 MR. EDWARDS: I have a concern because I'm a₃₄

1 pilot of a small plane, and it resides in Spearfish,
2 a small airport. And I'm concerned about the size
3 of this new military operation area being so close
4 to the airport, which is a busy, active, small GA
5 airport, surprisingly a busy little airport, and the
6 impact it's going to have on that airport in the
7 future because it's going to change the pattern of
8 people's flight.

AM-5

9 I know when I'm making a decision on going
10 somewhere and I see a military operation area, you
11 know, it will change my vectoring to a location
12 because I'll vector to a corner of an MOA, for
13 example, if I go to Sioux City or something and I've
14 got an MOA in the area south of Mitchell. So you'll
15 make those decisions.

16 And with this size of an MOA -- obviously
17 you've heard this before, but this is a giant MOA.
18 So if somebody is making a decision to come from
19 Seattle or Portland or someplace to come across the
20 country or Minneapolis going the other way or North
21 Dakota coming down, that giant footprint is going to
22 change their decision-making when they decide to buy

SO-9

Page 28

2014 (cont'd)

9-15-10

23 fuel or spend the night or buy a cabin in the Black
24 Hills or come here and visit versus somewhere else
25 if they happen to be pilot oriented using flight or
35

1 chartering flights or whatever.

2 So I see this as -- you know, I'm a big fan of
3 the air force. I've been on some trips with the air
4 force as a guest of the air force. I've been
5 impressed for 40 years with that association, but
6 this footprint is gigantic when its size is spaced
7 the way it is. I mean, you're talking 300 miles
8 across, I suspect, or 250 to 300 miles across. So
9 when you're going north/south, that says no plane up
10 to 60,000 feet can go through that area and, of
11 course, no little planes. And even general aviation
12 or commercial aviation flies much over 36,000 to
13 41,000 feet, so it's going to affect not only my
14 little Mooney but nearly every plane in America
15 making decisions, whether you're a corporate,
16 decision-maker for corporate flights or even if
17 you're Northwest or Delta Airlines making decisions,
18 this is going to impact them.

19 But I'm, of course, being selfish, and I'm
20 mostly concerned about the Spearfish Airport and the
21 Belle Fourche Airport. So if you can change this up
22 into North Dakota, I'd be very happy. Canada would
23 be better.

24 THE HEARING OFFICER: Okay. Thank you,
25 Mr. Edwards.

SO-

AM-

SO-

Powder River Training Complex EIS

Appendix G Draft EIS Comments and Responses

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9-15-10

3 don't have as good a voice as Guy,

4 THE HEARING OFFICER: Let me give you this one
5 so we don't risk getting her equipment off that
6 table.

7 MS. LEE: I'm Anita Lee. You've got my name
8 from last night. I was at the meeting last night,
9 and I did go through -- and I won't repeat what I
10 said last night, but I did go through the four basic
11 ways that landowners are reimbursed for these
12 training areas. And the base commander, after the
13 meeting, was gracious enough to come and visit with
14 me, and he explained that they have no intention of
15 reimbursing us because they feel that they are not
16 taking anything from us, and that tells me which
17 direction we need to go.

2015

18 well, I came tonight with better ammunition.
19 And I won't read to you all of this, but I will
20 share anything I have in my hand to anyone
21 interested after the meeting. But I brought just a
22 legal dictionary, and under eminent domain it
23 explains -- we all know what eminent domain is, so I
24 won't go into that, but "Another property right that
25 is litigated and routinely protected is the right to

SO-1

1 reasonable and ordinary use of our airspace over our
2 homes." That means that it's often litigated, and
3 the landowner always wins. That's encouraging.

4 It also says that taking of the property, by
5 reducing its value is a taking, and under those
6 examples of things that take the value is noise.

7 And then they gave us a new term, inverse

GE-7

SO-1

GE-7

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9-15-10

condemnation. Some of you maybe haven't heard of that. Some of you maybe have. And that is enacted when the taker makes no attempt at eminent domain. Then the landowner, business owner -- Mr. Edwards gave us a good example of a business that will be impacted.

Another excellent one, I think, would be campgrounds. These planes go over your campground, and the next thing early in the morning these people want their money back for the rest of the week because they're not going to go through that again another night. There's a lot of businesses that are going to be impacted by this.

Okay, the courts have held -- and I brought with me in this little pile of stuff 25 to 30 examples of court cases that have been proven by inverse condemnation proceedings. That means the property owner has to go to court to sue the taker

what they have won. And we are entitled to compensation, and don't let them tell you we're not because we are.

And I see I have the flag. And I won't run over tonight, but I would reserve the right to come back if there is time for a second speech. And I will share my information with anyone who is interested in it.

Thank you.

THE HEARING OFFICER: There will probably be time.

Next I have Mr. William Hauck. I hope I got that right.

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9-15-10

14 Mr. Hauck?

15 MR. HAUCK: First I'd like to say --

16 THE HEARING OFFICER: Mr. Hauck, would you mind
17 spelling your name for our --

18 MR. HAUCK: H-a-u-c-k, William.

2016

19 THE HEARING OFFICER: Thanks. Would you like
20 to use the mike, or you want to --

21 MR. HAUCK: No, I'm fine.

22 THE HEARING OFFICER: You're good? Okay.

23 MR. HAUCK: Thanks to the military for keeping
24 us safe with their practices. They need to do that.

25 I'm a North Dakota native. I made a flight to
39

1 Miles City the other day in my Subsonic Piper 140.
2 Do you think it's possible that the environment
3 could impact the air force? I counted nine
4 high-flying raptors, eagles and hawks on my way up
5 to Miles City. Do you remember Sully and the
6 Hudson? Flying that low at 500 feet off the deck at
7 that speed, there's always that possibility, and I'd
8 like to encourage you to take that into
9 consideration.

10 Thank you.

11 THE HEARING OFFICER: Thank you, Mr. Hauck.

12 Mr. Clark Blake? Mr. Blake?

13 MR. BLAKE: I'm a rancher that's under the
14 current MOA, and we've had a lot of, I guess,
15 harassing things on our ranch with low-flying
16 aircraft, and I expect that it's going to get
17 nothing but worse with this. I've been there long
18 enough that I experienced the supersonic booms from

2017

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SA-10

NO-5

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2017 (cont'd)

19 9-15-10
20 back in the '70s when they were doing that very
21 routinely and also the low-flying fighter jets which
22 are going to be part of this also. NO-5

23 I raise cattle and sheep, and it's imperative
24 that I'm able to fly to check that. I'm a pilot and
25 fly a small plane, and this is going to have a
26 significant impact on my operation. It's already 40 SO-11

1 something that I have to be very aware of when I'm
2 flying looking out for the bombers, but when we get
3 those, especially fighter jets in here, I realize
4 you're saying that they're not going to come below
5 500 feet. You may not, but I -- in the past my
6 experiences have been that you do routinely as low
7 as a hundred feet. Prior to when they erected that
8 B-1 in the '90s, they rarely got that high over my
9 place.

10 So I'm opposed to this. I appreciate the work
11 the air force does in defending our country, but I
12 don't know that we should have to bear the impact of
13 this to keep our country safe. GE-2

14 THE HEARING OFFICER: Thank you.
15 Any other speaker cards out there?
16 Mr. Jim Johnson?

2018

17 MR. JOHNSON: I want to ask a question in
18 regard to your supersonic elevations and how many
19 decibels. You said that they exceed a hundred
20 decibels. Now, is elevation a big factor in the
21 amount of decibels that actually hit the ground? NO-6

22 MS. DEVINE: Yes, sir, a sonic boom will hit
23 the ground by pounds per square inch, and the
24 altitude and the actual aircraft itself, the size of

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9-15-10

2018 (cont'd)

25 the aircraft will affect the pressure on the ground
41

1 or the vibration of the ground, so will the
2 atmospheric conditions.

3 MR. JOHNSON: Is there any ultrasonic magnetic
4 waves involved in the sonic boom?

5 MS. DEVINE: Magnetic wave, no.

6 MR. JOHNSON: You're sure about that?

7 MS. DEVINE: It's air pressure.

8 MR. JOHNSON: Now, you've got your fighters at
9 10,000 foot above sea level.

10 MS. DEVINE: Above ground level, sir.

11 MR. JOHNSON: Ground level?

12 MS. DEVINE: Yes, sir.

13 MR. JOHNSON: But you don't know what the
14 decibels would be at 10,000 foot on the ground for a
15 direct flight with a small aircraft, your fighters?
16 How many decibels would it be?

17 MS. DEVINE: Off the top of my head, sir --
18 noise varies based on the configuration of the
19 aircraft at the time, and the altitude --

20 MR. JOHNSON: Well, you're talking about the
21 fighters, and then you're talking about the B-1s.

22 MS. DEVINE: Yes.

23 MR. JOHNSON: So you probably know what they
24 would be. I suggest you find out before you go any
25 further.

42

1 MS. DEVINE: There is a table in the draft EIS,
2 sir, that if you'll see me afterwards we can look
3 for that.

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November 2014**

2018 (cont'd)

9-15-10
4 THE HEARING OFFICER: All right. Thanks,
5 Mr. Johnson.
6 That was J-o-h-n-s-o-n.
7 Next I have Mr. Paul Soulek. I hope I said
8 that right.
9 MR. SOULEK: Soulek.
10 THE HEARING OFFICER: Soulek? Sorry.
11 MR. SOULEK: S-o-u-l-e-k. 2019
12 I was called this morning to come here and
13 speak for the South Dakota Aviation Association.
14 For you that don't know what that is, it's an
15 organization for aerial advocates.
16 And I guess the concern is the low-level part.
17 Now with the amount of towers that are popping up
18 all over where -- we have a saying called "At five,
19 stay alive." So we are flying higher to get to the
20 fields. And I see that the area that you guys are
21 moving out into are into more crop ground.
22 In the summertime we have a large amount of
23 aerial application going on, so the concern is the
24 low-level high speed getting tangled up with the
25 airplanes. SA-7

43

1 So that's, I guess, what I wanted to point out.
2 THE HEARING OFFICER: Thanks for bringing that
3 up.
4 UNIDENTIFIED SPEAKER: Where are you from?
5 MR. SOULEK: Spearfish.
6 THE HEARING OFFICER: Next I have Mr. Ray
7 Jilek.
8 MR. JILEK: Jilek.
9 THE HEARING OFFICER: I'm sorry?
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9-15-10

2020

10 MR. JILEK: Jilek, J-i-l-e-k. I'm the airport
11 manager at the Black Hills Airport in Spearfish, and
12 I spoke last night briefly, and I won't go over
13 that.

14 One of the things in trying to digest this
15 Sears and Roebuck Catalog as I see as your
16 environmental assessment, I haven't run across any
17 notes so far, but I'm curious, I've stumbled across
18 a document here earlier when the scoping meetings
19 came out was an exception 7960-C. That appears to
20 allow and give the air force exemption to fly lights
21 off at night in this MOA existing today.

22 And my concern is we've all been led the
23 direction to believe that the IFR not being an
24 alternate to get through this airspace, well, we can
25 just go VFR and see and avoid. And now logically as⁴⁴

1 the traffic numbers increase, that
2 expedientially (sic) increases the danger to me as a
3 pilot and anyone else that's in that airspace
4 assuming they can see and avoid.

5 Now you guys shut your lights off out there,
6 we've got a whole other story. If I'm flying
7 through there at night, do you want me to take your
8 families for a ride? Another analogy might be when
9 we leave here tonight, maybe you can keep your
10 headlights off and drive back to Ellsworth Air Force
11 Base and the rest of the drivers will see and avoid
12 you.

13 So we're limiting our options. And this is one
14 thing that has been granted to the air force. I

AM-7

SA-11

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2020 (cont'd)

15 don't know and I haven't run across the plans if
16 that's part of this to be used, but it significantly
17 changes the game plan if, in fact, we're limited and
18 we can't fly through this airspace. And now it
19 would be absolutely foolish for me to fly out there
20 VFR when you guys don't have your lights on.

21 So my concern is to the communities that are
22 involved and us as citizens, this is a significant
23 economic factor that is only identified in this
24 document as a potential economic impact to us as
25 citizens, communities and people who live here. 45

1 when you take this airspace and essentially
2 close the door, everything north of my airport, and
3 say no VFR -- or no IFR traffic is allowed through
4 that area and VFR traffic might be playing Russian
5 roulette to get through there, that's no different
6 than shutting off Highway 85 North to this community
7 and saying, we're going to allow you to use it from
8 noon to 6:00 p.m. only. The economic impact to all
9 of us I don't feel has been established, quantified
10 or addressed in this document.

11 Thank you.

12 THE HEARING OFFICER: At the beginning of your
13 comment I thought I heard kind of a clarification
14 question.

15 I don't know if any of our representatives,
16 perhaps FAA, this exemption that he mentioned --

17 MR. JILEK: I've got a copy of the exemption
18 with me.

19 THE HEARING OFFICER: See Mr. McGrath.

20 Oh, there we go. I think he asked if that was
Page 37

SO-6

SA-7

SO-6

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9-15-10

2020 (cont'd)

21 going to apply.

22 MR. MCGRATH: That may be in effect

23 (inaudible) --

24 MR. JILEK: It is in effect currently through

25 January of 2013. There's a copy of it (inaudible).

46

1 MR. STONE: George Stone.

2 We have a memorandum agreement that controls

3 (inaudible). It's currently not being used; however

4 it is still in effect with both Salt Lake Center and

5 Denver Center. I don't have the details on that.

6 MR. JILEK: This appears to be valid through

7 January 31st of 2012, after which it can be extended

8 or renegotiated, I'm sure.

9 THE HEARING OFFICER: All right. Well, thanks

10 for bringing that up, and I think we can get some

11 more clarification on that.

12 Mr. Gene Johnson?

13 MR. JOHNSON: Yeah. J-o-h-n-s-o-n.

2021

14 THE HEARING OFFICER: All right, thanks.

15 MR. JOHNSON: I'm a rancher north of here. I

16 hope you don't come my way. I appreciate the

17 military. I'm a patriotic American, but this is

18 going to cause a lot of damage to our livestock.

19 And as Blake was saying, I've got a small plane

20 I use and fly on a daily basis, low level. And I've

21 experienced some B-52s going through.

22 As you're flying around, you're looking at the

23 ground, you're looking at livestock, or if you're

24 aerial hunting, you're constantly looking at the

25 ground, especially them B-1s, you'll never see them.

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] 50-11

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9-15-10

2021(cont'd)

1 They'll be by you before you ever see them. The
2 wind verticals, you've already gone by. I've hit
3 them, and they about flip you over. I'm not sure
4 they haven't downed a few planes and been through a
5 wreck and didn't know it, what might have went down.

6 I question the effect it'll have on wildlife,
7 where the sage grouse is primarily on what I think
8 of -- they're possibly going to be put on the
9 endangered species list, and they're a very touchy
10 little bird. And I question whether that's been
11 addressed on the effect it'll have on some of these
12 birds and wildlife. I know what they'll do to
13 livestock. They'll tend to bunch the sheep up.

14 Land values, it'll affect your land value. I
15 mean, nobody is going to want to buy a ranch if
16 you're on a direct flight to these B-1s. I mean,
17 they are loud, really, really loud. They'll shake
18 your house. You don't have to break the sound
19 barrier to shake your house. I know you guys gotta
20 fly somewhere, but we're going to pay a price, and
21 it's going to cost us, especially I would say in
22 values of our real estate. And if I was buying a
23 ranch and there was a, under a flight zone going
24 over the top of my house, I wouldn't think about
25 buying that. And hopefully I won't have to sell

48

1 mine. But it'll lower the values of the real estate
2 without a doubt. I think there should be some
3 compensation if this is forced on us like this.

4 Because don't mislead yourself, it is going to
5 affect us. And we're country people. We like

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SA-7

BI-3

SO-1

NO-5

SO-1

**Final
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9-15-10

2021(cont'd)

6 our -- one reason we live out in the country is
7 because we like peace and quiet, and you're talking
8 major noise, and it affects livestock, it really
9 does.

10 Thank you.

11 THE HEARING OFFICER: Thank you, sir.

12 UNIDENTIFIED SPEAKER: What's your address?

13 MR. JOHNSON: Belle Fourche.

14 THE HEARING OFFICER: Any other cards? Well,
15 we still have some time and -- yes.

16 MR. EDWARDS: Guy Edwards.

17 You don't fly with transponders on, do you?

18 MAJOR WINTERS: Yes, sir.

19 MR. EDWARDS: Oh, you do? So if I have a
20 little instrument in my plane, it'll pick you guys
21 up?

22 MAJOR WINTERS: We don't have TCAS. We have a
23 transponder that communicates with --

24 MR. EDWARDS: Are you transmitting a code that
25 is normally picked up as anybody else would be

49

1 picked up if you were submitted?

2 MAJOR WINTERS: No, sir. We don't transmit and
3 receive with other aircraft, if that's what you're
4 asking. Like with a TCAS type system, we do not
5 have that.

6 MR. EDWARDS: So you're relying solely on radar
7 as you're moving along seeing a plane in front of
8 you? Obviously you would be able to see other
9 targets like a small Cessna or a Mooney or something
10 like that that's flying in this MOA VFR and you're

Page 40

2022

AM-8

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2022 (cont'd)

9-15-10

11 flying in a B-1 or a fighter plane, you can see
12 those on your scope, can't you?

13 MAJOR WINTERS: When we're daytime VFR flying
14 low altitude we're see and avoid. Pilots are using
15 a visual scan to see and avoid other aircraft.

16 MR. EDWARDS: At what, 3-, 400 miles an hour?

17 MAJOR WINTERS: At 540 knot speed.

18 MR. EDWARDS: Six hundred plus miles an hour?

19 MAJOR WINTERS: I couldn't tell you what the
20 conversion is right now. We use knots.

21 MR. EDWARDS: Let's say 600 miles an hour then.
22 So you're low, flying VFR in a sense, and you're
23 doing see and avoid at 600 miles an hour. I'm glad
24 I'm just flying a little slow plane because I don't
25 know how in the world a person could do that. I'm
50

1 sure you've got to be younger and highly skilled and
2 highly trained because that would be off the charts
3 as far as a skill. So you've got to really say
4 kudos to those pilots that can do that.

5 What scares me is that I'm flying along, not
6 that I intend to live forever, but I'd hate to be
7 taken out by another plane and see that they have no
8 ability to see me other than if they happen to see
9 me. Now, they're also flying at such a speed that
10 they have to really concentrate, so they may not
11 even pick you up.

12 I know when I'm -- I can get -- air traffic
13 control says, You've got traffic two miles away at
14 one o'clock. Now, let's say five miles. Not
15 unusual for air traffic control, you're going
16 through -- you're on radar. You're on either IFR or
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SA-7

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9-15-10

2022 (cont'd)

17 flight following, so you're on radar with air
18 traffic control in communication with them, and they
19 tell you five miles, one o'clock, traffic. And you
20 can't imagine how often you look out there -- and
21 you know where it's at, five miles. You know it's
22 2,000 foot above you, and you look and you look and
23 you look, and you can't even see the plane. And you
24 would think, Boy, dummy, why can't you find that
25 plane? And you start scanning, you know, from noon
51

1 to two, a thousand foot above you trying to find
2 that plane, and it's hard to find that plane.

3 Now all of a sudden you've got a guy in a
4 600-mile-an-hour airplane 500 foot off the ground
5 doing that, it would be a near impossibility -- even
6 if you did see it, I don't know how in that speed
7 you could avoid, almost certainly avoid that quickly
8 because he's looking at instruments and looking at
9 the ground and having to concentrate very hard at
10 just managing the flight of the airplane.

SA-7

11 So those are obviously concerns that anybody in
12 a Super Club -- a Super Cub or a small plane would
13 have to be really worried about.

14 THE HEARING OFFICER: All right. Thanks for
15 raising that.

16 I think we have someone else filling out a card
17 here.

18 And, ma'am, you're obviously going to be next.
19 Is it Maass?

20 MS. MAASS: Maass, that's correct.

21 THE HEARING OFFICER: M-a-a-s-s, Susan Maass.

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9-15-10

22 MS. MAASS: I'm located out near Union Center,
23 and I'd like to speak on behalf of Buffalo ranchers
24 in this three-state area.
25 what I'm learning by being here tonight is the
52

1 amount of noise. The low flying is definitely going
2 to affect buffalo herds, and South Dakota is the
3 largest population of buffalo in the United States.
4 I believe North Dakota is second in amount. And
5 once they spook it's a little bit different
6 situation than when other animals spook. And I
7 don't have the exact numbers on that, but I could
8 look it up.

9 THE HEARING OFFICER: Thank you, ma'am.

10 Anyone else who has not had a chance to speak
11 yet who would like to?

12 Let's see, Ms. Lee, you wanted -- as they say
13 in football, "Put three minutes back on the clock."
14 MS. LEE: Can everyone hear me?

15 Last week the South Dakota Stock Growers had
16 their annual convention in Rapid City. They passed
17 unanimously a resolution opposing this. And one of
18 their demands, which I thought was excellent, they
19 want any claims to be handled locally. The
20 Environmental Impact Statement says repeatedly that
21 if you have a damage claim, you're to dial this
22 number, which is the Public Relations Office at
23 Ellsworth. And just for kicks I had to dial the
24 number. It's been three weeks, and so far they
25 haven't returned my call. If they have that big of
53

1 a backlog already, I hate to think what it's going
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	9-15-10	2023 (cont'd)
2	to be when this thing gets fired up. But I think	GE-8
3	the main reason this is an excellent idea is it	
4	takes a lot of expertise to handle these claims.	
5	Okay, so your horse spooks, your horse goes	SO-13
6	through the fence, what's a horse? Is it an old	
7	plug that nobody rides and was about to put down	
8	anyway and so all they owe you is the vet bill, or	
9	is it your daughter's championship barrel horse that	
10	she won the national championship on and in which	
11	case the vet bill is not anywhere close to	SO-2
12	compensation.	
13	Or say your husband was spraying and one of	
14	these wind vortices moved the chemical off to the	
15	wrong field and suddenly he put RoundUp on his	
16	field, okay, what's the value of a field? Is it	
17	Alfalfa that is a beautiful sand and you were saving	SO-1
18	for seed, or is it a wheat field that's already been	
19	hailed and -- you know, it takes a lot of expertise.	
20	You're going to have to have several people on this	
21	committee.	
22	How about your real estate? Okay, you go to	
23	sell it and nobody will buy it; it went down to	
24	zero. You should have at least one real estate	
25	agent on this board.	
	54	
1	There's a lot of reasons why handling these	
2	claims locally makes sense. I could not find	
3	precedence for it anywhere, but if we're going to be	
4	the biggest training area in the country, maybe we	
5	should set the precedence. It's got to start	
6	somewhere, and I think it's an excellent idea. And	

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2023 (cont'd)

9-15-10

7 I do have their entire resolution with me if anybody
8 wants to read it, but I won't bore you with it now.
9 Thank you.
10 THE HEARING OFFICER: Thank you.
11 Sir?
12 MR. HOWARD: May I ask a question?
13 THE HEARING OFFICER: Again, you can make a
14 comment, and if it's something we can clarify, we'll
15 certainly do that.
16 MR. HOWARD: Two questions. One is: Is there
17 another MOA in the area or region or the country
18 that matches the distance that we're talking about?
19 Second question: Is there a contingency, if we
20 vote this down, the air force agrees with us? Two
21 questions.
22 THE HEARING OFFICER: Well, I don't know about
23 the other MOA.
24 If any of you folks could clarify that.
25 I don't.

55

1 MAJOR WINTERS: Sir, that's discussed in the
2 draft Environmental Impact Statement. There are
3 other military operating areas in the country.
4 However, we're proposing to expand the current
5 airspace that we use locally to affect realistic
6 combat training for us, and that will enable us to
7 do more training, if that answers your question.
8 And your second question, I'd be happy to speak
9 to you afterwards after everyone has had time to
10 speak and talk to you about that as well.
11 THE HEARING OFFICER: Did anyone else want to
12 reengage?

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2024
PN-2
NP-1

**Final
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9-15-10

2020 (part II)

13 MR. JILEK: Jilek, J-i-l-e-k.

14 Just kind of working my way through this whole
15 concept and the gears turning and so forth, I'm
16 wondering if, in fact, it's realistic to assume that
17 this is really the intent of the Military Operations
18 Area, or have we moved beyond that to a restricted
19 airspace concept?

AM-9

20 When we start talking about aircraft that are
21 traditionally limited by the FAA to 250 knots below
22 10,000 feet altitude and now we're mixing up with
23 aircraft at 500, plus whatever knots, at low
24 altitudes, we're talking about potentially the
25 question I raised earlier was the nights lights-out₅₆

SA-11

1 operations at night. We're talking about chaff;
2 we're talking about flares; we're talking supersonic
3 flight; we're talking about a lack of radar coverage
4 where you can't see me out there, center can't see
5 me, nor can I talk to anyone. Is this realistically
6 an environment that should be considered an MOA, or
7 should it not be training that is conducted in a
8 restricted area where the airspace is already locked
9 down; it's your playground; you go out there and
10 play with all your big toys, train up as best as you
11 can.

SA-27

AM-3

AM-11

12 And I think everyone in here would agree we
13 need a well-trained military, and we all support you
14 in that direction. But economically I don't think
15 that it's proper that we, as the locals, pick up the
16 tab.

SO-14

17 THE HEARING OFFICER: So the concern would be

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2020 (part II
cont'd)

18 9-15-10
restricted airspace versus a MOA?
19 MR. JILEK: These training activities I've come
20 to believe are more appropriate in a restricted
21 area, yes.
22 THE HEARING OFFICER: Thank you.
23 Anyone else?
24 MR. JOHNSON: Johnson.
25 THE HEARING OFFICER: Thanks.

AM-11

57 2018 (part II)

1 MR. JOHNSON: When we're flying these
2 airplanes, you know, can fly around 200 foot
3 probably or lower, but my life is in your hands.
4 I'm not -- you're going to go by me, and I don't
5 think you see me.
6 I mean, I've had them fly over my place there a
7 few years back, one right after another, B-52s, and
8 I just thought I'd see if they would see me, so I
9 headed right for them, same level. They don't move.
10 I moved out of the way because you weren't going to
11 move. There are a lot of people out there flying
12 airplanes, and you're a lot bigger than we are. You
13 can knock us out of the sky.
14 I've got kids. I got a family, and I don't
15 want to die in an airplane with a head-on collision
16 or knocked out of the sky. Because it's a fact,
17 those wind verticals are dangerous.

SA-1

18 THE HEARING OFFICER: Thanks for sharing that.
19 Anyone else who would like to make a comment
20 who has already spoken? We've still got some time
21 if you want another three.

SA-7

22 (No response.)
23 THE HEARING OFFICER: All right.
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9-15-10

24 well, again, I appreciate your time and
25 interest in this EIS proposal. And as I said at the
58

1 beginning, tonight is certainly not the end of the
2 opportunity to participate in this. Those written
3 comment sheets, again, they're available on the
4 registration table. You can turn these in tonight.
5 You can mail them, or you can fax them. If you mail
6 the comments, please send them to the address that's
7 printed on the brochure and on the comment sheets.

8 Public comments are welcome at any time during
9 the process, but to receive timely consideration,
10 again, as I said earlier, all comments must be
11 submitted by November the 15th, 2010.

12 If you'd like your own copy of the final EIS,
13 please let us know at the registration table or send
14 a letter or a postcard asking for your own copy and
15 we'll send copies of the final EIS to you.

16 Thanks for your participation. The formal part
17 of the hearing is adjourned, but this place will
18 remain up, and the representatives will be available
19 if you'd like to chat some more about the displays
20 and the projects.

21 Thank you very much.

22 * * * * *

23 (The proceedings concluded at 7:25 p.m.,
24 September 15, 2010.)

25

59

1 STATE OF SOUTH DAKOTA)
2) ss.
 Page 48

3 COUNTY OF PENNINGTON) 9-15-10
4
5
6 I, CINDY K. PFINGSTON, hereby certify that
7 the foregoing pages numbered from 1 to 58, inclusive,
8 constitute a full, true and accurate record of the
9 proceedings had in the above matter, all done to the best
10 of my skill and ability.
11 DATED this 30th day of September, 2010.
12
13 _____
14 CINDY K. PFINGSTON
15 Registered Professional Reporter
16
17
18 My commission expires:
19 February 4, 2016
20
21
22
23
24
25

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Powder River - Buffalo

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1 MR. NELSON: I get to be first, huh?

2 HEARING OFFICER GREGORY: If you'd like to.

3 Otherwise I can call Ms. Linda Gilbert.

4 MR. NELSON: Call Linda.

5 HEARING OFFICER GREGORY: The floor has been
6 yielded to Ms. Linda Gilbert. Ma'am, you can come
7 down here.

8 MS. GILBERT: Here I thought --

9 HEARING OFFICER GREGORY: Beauty before --

10 MS. GILBERT: Yeah, yeah.

11 HEARING OFFICER GREGORY: Tell her your name.

12 MS. GILBERT: Linda Gilbert, resident of

13 Harding County. And my comment is, we have a
14 natural gas field on our ranch, and I'm concerned
15 about the effect of the flares because there's no
16 shut-offs on individual wells. If a flare were to
17 hit, it would cause the whole gas field to be
18 compromised. So I wanted to make that sure.

19 And also, we have private pilots on our place,
20 and I'm concerned about the radar, whether it's
21 possible with the radar between Dupree and Miles
22 City -- right, Larry? Between Dupree and Miles City
23 is where the radar is ineffective. So we don't know
24 necessarily if the fighters will be aware of
25 civilian aircraft in the air.

2025

SA-12

AM-3

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1 So that was a comment I wanted to bring up. 2025 (cont'd)

2 Thanks.

3 HEARING OFFICER GREGORY: Thanks, Ms. Gilbert.

4 MS. GILBERT: Thank you.

5 HEARING OFFICER GREGORY: Thank are you for
6 those comments. They will certainly be considered.

7 MS. GILBERT: Okay.

8 HEARING OFFICER GREGORY: All right.

9 MR. NELSON: So I get to be next.

10 HEARING OFFICER GREGORY: You're next.

11 MR. NELSON: I don't think I need a comment --
12 or a microphone either. All I have is the
13 subjective summary and I was looking that over this
14 afternoon. I didn't have a whole lot of time to
15 look at it. But some specific comments that I would
16 like to make is, in your Summary of Environmental
17 Consequences in Powder River 2, you make the
18 statement that two public and one private airfields
19 are all located.

20 I have a list here in Harding County alone of
21 18 people that own airplanes. Now, most of us, and
22 that includes myself and there are a couple other
23 people that are sitting here, most of us have never
24 registered our airports -- our airstrips because
25 we're not required to. We have to assume that if

AM-4

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1 these airplanes appear, that they're operating here
2 in this airspace.

2025 (cont'd)

3 And so when airplanes are registered with the
4 FAA, you have to give locations where they're at
5 even though there is no airport registered. And
6 this started in the 1980s. And I've had to do it
7 and I'm sure everybody else who's had an airplane
8 has had to do it. You folks can find those
9 airplanes if you go to the FAA registry. There are
10 more airplanes than -- on private strips than one
11 just in Harding County alone.

12 I run -- I live -- maybe I need to back up. My
13 name is Larry Nelson and I ranch here in the Harding
14 County, and I'm in the sheep business and I use my
15 airplane not for recreational flying but a lot to do
16 predator control. If I cannot do predator control
17 because of this 500-foot floor on this thing, I will
18 have to sell my sheep. That is the consequence to
19 me.

SD-15

20 And written comments I will send later. I will
21 give you the amount of coyotes that we've killed
22 over the last two or three years. We've kept coyote
23 loss at a minimum. But back in the '80s before I
24 had an airplane, I had losses that were approaching
25 10 percent. And you can't take 10 percent of income

SD-15

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2025 (cont'd)

1 out of any of us in this environment and stay in
2 business. That will be the impact to me and my
3 neighbors that raise sheep, that we will sacrifice
4 to have this Powder River Military Operations Area.

SO-15

5 I've been close to B-1s. My west ranch is in
6 the current Powder River B, I believe. The closest
7 that I ever came was when I was a student flying to
8 Belle Fourche. I crossed the MTR. It's about
9 halfway between Belle Fourche and the Butte/Harding
10 County line and I was over a geographic feature
11 that's called the Antelope Butte there. And I just
12 happened to glance. I was scanning. I had a good
13 instructor told me to scan. I looked back over my
14 shoulder. I was less than a quarter of a mile away
15 from him. He was bearing right down on us. I don't
16 think he ever knew I was there. I dove for the
17 ground and flew out of a 45-degree angle and I
18 expected to be upside down. And I guess that was
19 the right thing to do because I got out of there.

SA-7

20 I didn't think to report it because I don't
21 think they ever knew that I was even there. I don't
22 think they ever saw me. I was so scared that by the
23 time I got to Belle Fourche, I didn't think about
24 reporting it either.

25 And I see my time is about up. If I get more

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1 time, I'd like to make more comments. Thank you.

2 HEARING OFFICER GREGORY: Well, I think you
3 probably will get more time. But first I'd have to
4 ask, is there anybody else?

5 MR. ROCK: Nobody.

6 HEARING OFFICER GREGORY: Okay. Well, as they
7 say in football, put three minutes back on the
8 clock.

2026

9 MR. NELSON: Well, a couple of things, Larry
10 Nelson again, that have developed, I sent subsequent
11 to when you held the scoping meetings here.

12 One thing that's happened is that USDA-APHIS
13 Wildlife Services is now conducting predator control
14 up here. That happened after that. And I assume
15 that Merrill Nelson who runs the program in
16 South Dakota has commented on this.

SO-15

17 In addition, Keystone XL Company is planning on
18 putting in a large 36-inch high-pressure pipeline
19 through Harding County which will include two large
20 pumping stations.

CM-1

21 And thirdly, I also have a small gas field on
22 my pastures, and I am really concerned about these
23 flares. In your -- in your Executive -- in your
24 Executive Summary there, if I can find my notes
25 here, it said that one flare may drop every three

SA-12

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		Page 39 2026 (cont'd)
1	years. I think that's on Page ES-18 of your	
2	Executive Summary.	
3	Those are the one flares that we're worried	SA-12
4	about. They land in the middle of that gas field on	
5	my place and start an incident there, we do not have	
6	firefighting capability in Harding County of	
7	controlling anything like that. All we need is one.	
8	Chaff and flares: I don't like any of it, but	SA-13
9	we can probably live with it if you would limit the	
10	chaff and flare thing to the wintertime when the	
11	fire danger is a lot less. And they should not be	
12	dropped even at 2,000 feet when cattle and sheep are	
13	lambing on the prairie. Because it's not conducive	BI-5
14	to good animal husbandry to have chaff and flares	
15	scattered over a bunch of livestock trying to give	
16	birth to lambs and calves.	
17	The sage-grouse: Subsequent to your hearings,	
18	the sage-grouse has now been listed as warranted but	
19	precluded, which means it is on the list for -- the	
20	potential listings for an endangered species.	BI-3
21	In the Belle Fourche paper, Marian Atkins who	
22	is the BLM Area Manager for South Dakota said that	
23	there have been no studies to document the effect of	
24	noise on sage-grouse. I don't know whether noise	
25	affects them or not. But you folks need to know	

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2026 (cont'd)

1 that because if there is and they help endanger --
2 get them to the endangered status and they get
3 listed, you can quit flying, but we can't leave.
4 We're still here. We're going to be left with an
5 endangered species. And I'm again running out of
6 time.

BI-3

7 HEARING OFFICER GREGORY: Ms. Gilbert, do you
8 need more time, or do you want me to give another
9 three minutes up here?

10 MS. GILBERT: He's saying it well.

11 HEARING OFFICER GREGORY: Okay. Sir, if you
12 need another three, you can have it.

13 MR. NELSON: Well, I just -- I've lost -- again
14 on the predator control impact, if while you're
15 having one of these LFES I believe is the term or
16 that type of thing or other activities out there and
17 I've got coyotes out there killing my sheep and I
18 can't fly through for three or four days, who pays
19 for those lambs? That's another direct impact.

SO-15

20 And there are thirty -- off the top of my head,
21 34,000 sheep left in Harding County. I think
22 there's thirty plus thousand left in Butte County.
23 The numbers have really gone down. And a lot of its
24 predation.

25 In 1994, there were 11,000 head of sheep --

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2026 (cont'd)

1 11 million head of sheep left in the United States.
2 I've got the new South Dakota Ag Statistics books,
3 and off the top of my head that number is a
4 thousand -- excuse me -- 11 million head, but that
5 figure now is about 6 million. And lamb prices are
6 at an all-time high. But it doesn't make any
7 difference what they are if you can't control the
8 predators and keep going. And the reason we've got
9 34,000 sheep in Harding County is because we've had
10 a good predator control program up here, but that
11 will end if we can't do predator control.

SD-15

12 And I think I've really covered all the points
13 that I wanted to cover, so thank you.

14 HEARING OFFICER GREGORY: All right. Well,
15 we've got a lot of time left. I'll just ask, has
16 anybody changed their mind about wanting to speak?

17 If not, as I've said several times, there's an
18 opportunity to make written comments if you want to
19 change your mind and want to comment on this
20 proposal.

21 I want to thank you for your time and interest
22 in this Powder River Training Complex EIS proposal.
23 As I said, tonight's not the end of your opportunity
24 to comment and participate in this environmental
25 review process. Again, written comment sheets are

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1 available on those tables out there. You can turn
2 these sheets in tonight or mail them or fax them
3 later. The mailing address is printed on the
4 brochure and the comment sheets, and again, you see
5 it up on the slide here.

6 The Air Force welcomes public comments in
7 writing at any time during the Environmental Impact
8 Analysis Process, but to receive timely
9 consideration for the Final EIS, again please get
10 those comments submitted by November the 15th, 2010.
11 If you'd like your own copy of the Final EIS, please
12 tell one of the representatives at the tables or
13 send a letter or postcard asking for your copy and
14 the Air Force will send copies of the Final EIS to
15 you.

16 We have some time left, so I'm going to go
17 ahead and recess the hearing at this point and
18 remind you that the Air Force and FAA reps will be
19 available at the boards if you'd like to continue
20 talking with them.

21 So with that, thanks again for coming out. The
22 hearing's in recess. Thanks.

23 (Hearing in recess at 6:52 p.m.)

24 HEARING OFFICER GREGORY: Okay, it's about 7:23
25 and the hearing's back in session. Mr. David Nieme

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1 has approached me and said he'd like to make a
2 comment, and so that's what we're going to do.

3 And, Mr. Nieme, the floor is yours.

2027

4 MR. NIEME: Okay. I'm David Nieme from Harding
5 County or just north of Buffalo here. I'm a sheep
6 herder. And the concern I've got is, reading your
7 information brochure that came out about two, three
8 weeks ago in the mail, was with the dropping of this
9 chaff.

10 And with that chaff, why, it said it's aluminum
11 and also some mild plastic products in it, and it
12 gave some dimensions of the plastic streamers that
13 will be included.

14 And the concern I've got is, if this is dropped
15 over a band of sheep and if this plastic and even
16 the aluminum fibers get into our wool crop, why,
17 it's going to have a serious effect on our wool crop
18 that we get shorn off and which is then packaged and
19 shipped off to a woolen mill probably most on the
20 East Coast, like South Carolina.

50-16

21 But that wool will go through a scouring
22 strainer, get washed and cleaned and then it will go
23 through a combing process and made into clothing.
24 And that cloth will be just absolute snow-white and
25 then that bolt of cloth will go through a dying

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2027 (cont'd)

1 process to make the different colors, like the color
2 of your uniform or whatever colors of clothing that
3 it's going to be. And that plastic will not absorb
4 that dye, and that will still show up in that cloth
5 and make that bolt of cloth essentially worthless.

6 And with the trace-back ability for lot numbers
7 on the woolen products that we take for sale, that
8 liability will come back to us as producers.

9 And I guess my concern is, that if my wool crop
10 turns out to be worthless or I've got some liability
11 and I've gotta pay that woolen plant back their
12 money for what they paid for my wool, why, that's
13 going to have a harmful effect on my livelihood.
14 Thank you.

SD-16

15 HEARING OFFICER GREGORY: All right. Thank
16 you, Mr. Nieme.

17 MR. NIEME: Yeah, thank you.

18 HEARING OFFICER GREGORY: And with that, we are
19 back in recess.

20 (Hearing in recess at 7:25 p.m.)

21 HEARING OFFICER GREGORY: There being no more
22 speakers, this hearing is adjourned.

23 (The Powder River Training Complex Public
24 Hearing adjourned at 8:00 p.m.)

25

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1 STATE OF SOUTH DAKOTA)
2) SS. CERTIFICATE
COUNTY OF MEADE)

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the foregoing Pages 1
6 through 44 are a true and correct transcript of the
7 proceedings had.

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

17 Teresa L. Fink, RMR
Registered Merit Reporter

18 My Commission Expires: 4-29-2016

19

20

21

22

23

24

25

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1 period. Second, if you agree with a previous
2 speaker on something, you can certainly say that,
3 but you don't need to use up your time repeating it
4 since it's already in the record.

5 And finally, as I mentioned earlier, this isn't
6 a Q and A session. It's an opportunity for you to
7 put your views and your concerns about the proposal
8 that you want the decision-makers to consider on the
9 record. Questions that you pose during your
10 comments will become a part of the record and will
11 be considered.

12 After we're done with the formal part of this,
13 the Air Force and FAA reps will continue to be
14 available to discuss things with you out by the
15 display boards.

16 With that, I'll go to the cards and call out
17 our first speaker. Mr. Cody Krause with the USDA.
18 Come on down.

2028

19 MR. KRAUSE: Okay. My name is Cody Krause.
20 I'm with the USDA Wildlife Services. We currently
21 operate an aerial program throughout the whole state
22 in cooperation with South Dakota Game, Fish & Parks.
23 It's a predator control program dealing with
24 depredation on livestock on the area ranches.
25 We're currently flying close to 1100 hours a

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1 year, which probably more than half of our hours is 2028 (cont'd)
2 in this current proposed area. Much of it will be
3 in Perkins County, Butte County, Harding County is
4 where we spend a lot of our time.

5 We have two aircrafts, one out of Bison here
6 and then our other is out of Spearfish, South
7 Dakota. We are kind of concerned on the low-level
8 flights. Most of our work is under 500 feet, but
9 when we are doing our ferry time, we will be at
10 500 feet or above if we're ferrying safe from
11 Spearfish to Bison or other areas.

12 But we're kind of concerned over obviously
13 collisions or to see problems with these large
14 aircrafts, as we are in the smaller Super Cub type
15 plane.

16 I think that's about all I have to say, but
17 thank you.

18 HEARING OFFICER GREGORY: All right. Thanks.
19 Let's see. And I hope I get the name right. If I
20 don't, please excuse me. Mr. Dwayne C. -- is it
21 Vig?

22 MR. VIG: Yes.

23 HEARING OFFICER GREGORY: All right. It's live
24 and ready to go, sir.

25 MR. VIG: Well, I certainly appreciate you

SA-1

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1 folks coming up. I certainly didn't intend to have
2 any statement for tonight, but --

3 (Microphone malfunctions.)

4 MR. VIG: You just want 50 percent? Is that
5 what you want?

6 HEARING OFFICER GREGORY: Put 30 seconds back
7 on. The clock is not operating. There we go.

8 MR. VIG: As I walked in the door, they asked
9 me if I wanted to make a comment. I certainly
10 wasn't prepared. I happened to run into Mr. --
11 Major Winters as he came in and visited just a
12 moment. I've been to a couple other of these
13 meetings. I recognize the representatives of
14 Mr. Thune's and Mr. Johnson's office; worked over in
15 Sturgis here a few months ago.

16 I certainly don't have any way to debate your
17 specific items, and I appreciate Mr. Winters'
18 presentation. I realize probably the biggest
19 problem I have of this whole set-up is what I call
20 an upper management attitude of the Air Force. They
21 have all the answers and we'll just put up with
22 whatever happens.

23 I appreciate Major Winters' patriotism and
24 his -- he said ten years. I realize that's rather
25 inexperienced. I started 49 years ago and I've

2029

GE-5

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1 flown this country from six inches off the ground to
2 45,000 feet with the airline. So I have a vague
3 understanding, and my opportunity to serve in the
4 United States Submarine Service in the '50s and '60s
5 made me aware of the mistakes that are made during
6 training.

7 We trained in the West Pacific and the East
8 Pacific and the North Pacific and the South Pacific.
9 Mistakes are made and that's why I get around my
10 upper management attitude. And I'm not banging on
11 you, Mr. Winters, or -- at all. It's just you need
12 to learn, mistakes are made. And if it's a hot
13 flare and it lands here last week when it's
14 90 degrees, we're going to have a major loss.

15 We have probably -- we're willing to -- how do
16 you want to say it? We know what risk is. Everyone
17 here probably has risk. And the risk of having a
18 fire and losing hay land, winter pastures, or
19 whatever is accepted, but with risk there's return.

20 And this is where the two representatives from
21 Mr. Johnson's and Mr. Thune's office, it's time for
22 those folks who don't want the training area over
23 the top of them maybe in Rapid City or Billings or
24 downtown Omaha to step up and put a buck in on our
25 land taxes, our property taxes.

2029 (cont'd)

SA-5

SD-1

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2029 (cont'd)

1 And like I say, you're setting amongst some of
2 the most patriotic people in the world. And I thank
3 you for your service over and over, but let's all
4 share. And we can live with this, but let's all
5 share and make it right.

6 HEARING OFFICER GREGORY: All right. Thank
7 you, Mr. Vig.

8 Next, dealing off the top here, I've got
9 Mr. Ross Reichert. Mr. Reichert. I think we've got
10 the good mike for you.

11 MR. REICHERT: Okay, thank you.

2030

12 HEARING OFFICER GREGORY: All yours.

13 MR. REICHERT: I'm Ross Reichert. I'm
14 concerned about this flyover deal. I'm in the sheep
15 business and we use a lot of aerial hunting to
16 control predators that eat our sheep and stuff, and
17 I'm worried about the possibility of waves and stuff
18 or them not being able to fly to protect our
19 livestock.

50-15

20 I'm also concerned about the noise and what
21 effect it will have on people and wildlife and
22 animals and our general way of life.

NO-5

LU-2

23 I guess we've -- we've lived in this -- my
24 family's been in the country for 101 years and we --
25 we kinda live out in the boondocks because we want

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2030 (cont'd)

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1 it quiet and we don't want a lot of noise and stuff,
2 and I don't know if we can keep the flyovers from
3 disrupting the lifestyle that we have today.

LU-2

4 I guess with that, that's about all I have to
5 say. Thank you.

6 HEARING OFFICER GREGORY: All right. Thank
7 you, sir. Next I have Ms. Anita Lee. Ms. Lee.

8 MS. LEE: Hi. Do you need me to spell that?

9 HEARING OFFICER GREGORY: I don't think so.

10 MS. LEE: Okay. I went to the one in
11 Rapid City last week and I went through four ways
12 that I have found that the landowners were

2031

13 compensated. Now, I won't go through that again
14 tonight because after the meeting, the Commander
15 from the Base was gracious enough to visit with me
16 and he explained that they had no intention of
17 compensating us because they will not be using live
18 ammo.

SO-1

19 He left out the fact that a dud flare is
20 treated by them as unexploded ordnance, but that's
21 beside the point. His point was, they had no
22 intention of compensating the landowners.

SO-1

23 So with that in hand, I did a little more
24 homework and I went to just a basic law library
25 under property rights. One of them is, another

GE-7

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1 property right that is often litigated and routinely
2 protected is the right to reasonable and ordinary
3 use of the airspace above your property.

GE-7

4 Now, I won't read the whole book out of the --
5 page out of the book, but I will share with anybody
6 after the meeting that is interested. But what that
7 says is, the landowner does have the right to his
8 airspace and, when it's taken to court, the
9 landowner almost always wins.

GE-7

10 Another taking of property is noise. The way
11 they put it is, taking of the property by reducing
12 its value is a taking. And it lists a bunch of
13 things to decrease your value and one of them is
14 noise.

SO-1

15 And then there's another term which we don't
16 use, but it's inverse condemnation. Now, what that
17 means is -- everybody knows what eminent domain is.
18 Okay. What this is, if the taker has no intention
19 of using eminent domain, just takes your property,
20 then the landowner has to start court proceedings,
21 but the landowner can take the taker to court, and
22 I've got a stack here of 25 or 30 cases where
23 landowners have done this over training areas and
24 won.

25 So I guess I want to say, I don't agree with

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2031 (cont'd)

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1 the Commander. We can and should be compensated.

2 Am I out of time?

3 Okay. I -- last week we went to the

4 Stockgrowers' Annual Convention in Rapid City and

5 they unanimously passed a resolution opposing this

6 Training Complex. And one of the points of this

7 resolution, there again I won't read you the whole

8 thing, but I've got it with me if anybody wants to

9 see it after the meeting, is that damages should be

10 handled on a local basis.

11 Now, just for fun I called the number in the

12 Environmental Impact Statement four weeks ago. They

13 have not returned my call. So if they're that far

14 behind, that shows they need a little help here.

15 And there's several really good reasons why

16 this should be handled on the local level. And I

17 can see I'm about out of time, but if we do have

18 extra time, I would like to have a couple more

19 minutes later.

20 HEARING OFFICER GREGORY: I think we'll be able

21 to do that, Ms. Lee.

22 MS. LEE: Do you want me to just finish now?

23 HEARING OFFICER GREGORY: Let me see if anybody

24 has changed their mind and get these last folks and

25 then you can go again.

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1 Next I have Mr. Dennis Draxton? Did I get that
2 right? Here you go, sir.

3 MR. DRAYTON: That was Drayton, D-R-A-Y-T-O-N.

4 HEARING OFFICER GREGORY: I'm sorry about that.
5 We've got it as an "X." D-R-A-Y-T-O-N.

2032

6 MR. DRAYTON: Concerning the Powder River
7 Training Complex expansion, it seems a request for
8 an expansion is the norm for all of our government
9 these days. In this particular case, it is an
10 attack on where we live and it goes to the very
11 heart of our only weakness: our low population. But
12 as you can see by the attendance at these hearings,
13 these few people have not yet relegated to the
14 cities because that's the big boys and an even
15 bigger reason to protest this expansion.

] LU-1

16 We grow weary of attending these meetings where
17 we express our concerns to some faceless
18 bureaucracy, only to hear later that our concerns
19 were for not and plans will go ahead.

] NP-2

20 We that remain here value highly these expanses
21 of relative peace and solitude where we accept the
22 howl of winter storms and the roar of summer gales.
23 Now you come to tell us you want to introduce the
24 roar of bomber jet engines and the after-burners of
25 your fighters. To this request, we give a

] LU-1

] NO-5

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2032 (cont'd)

1 resounding no.

2 The only shadows we want to see over our lands
3 are those of clouds and the soaring hawks and
4 eagles. We stand by our county resolutions and we
5 will consider any expansion of flights at the very
6 least an intrusion of our autonomy as citizens of
7 these said states and counties. We wish to continue
8 as our forefathers raising our children and
9 grandchildren, calving and lambing in their seasons,
10 and working the land free of any further
11 encroachments.

LU-1

12 For if there was only one of us left in this
13 area and he was against this expansion, that would
14 be cause enough for you to abandon your memorandums.

NP-1

15 We believe that the freedom of our country and
16 the preservation of our Constitution hinges on these
17 principles alone, not on the expansion of the Powder
18 River Training Complex.

19 Sincerely, Dennis Drayton. I submit this
20 written for the record.

21 HEARING OFFICER GREGORY: All right. And I
22 have the written comment from Mr. Drayton on that,
23 so...

24 Next I have Mr. Lensegrav? Lensegrav? Did I
25 get that right?

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1 MR. LES LENSEGRAV: Yeah, pretty good.

2 HEARING OFFICER GREGORY: All right. All
3 right.

4 MR. LES LENSEGRAV: Most people miss that.

5 HEARING OFFICER GREGORY: Oh, one for two.
6 There you go.

2033

7 MR. LES LENSEGRAV: Thank you for this
8 opportunity to speak here. My name is Les
9 Lensegrav. I'm an ag producer and a pilot in the
10 area proposed here in the Powder River expansion
11 proposal.

12 I'm very much against this and I think that I
13 represent we the people, and I think that's who is
14 here today, is we the people. And it's time that we
15 stood up for what we -- the rights that were given
16 us. They're -- those rights were given us way back
17 over 200 years ago, and I think that we've remained
18 silent too long, and it's time that we stand up and
19 speak our voices for whatever it is. My opinion,
20 I'm against this.

GE-2

21 Each -- each person here I think today provides
22 food for right at 100 people. And if that doesn't
23 affect the environment, I don't know what does.
24 We're the best caretakers of the environment that
25 there is. And for proof of it, just step outside

LV-1

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2033 (cont'd)

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1 the door and take a look across the country.

LV-1

2 And one other thing, our Perkins County and I
3 believe the Harding County Commissioners signed an
4 agreement a while back against this, and I think
5 that's on record.

6 Thank you very much for your time.

7 HEARING OFFICER GREGORY: Let's see. I know I
8 had -- anyone else who hasn't spoken yet change your
9 mind? Okay. Ms. -- oh. Can I get a card here?
10 Just come on up.

11 MR. PETIK: My name is Jerry Petik, P-E-T-I-K.
12 And I'm sure glad the Highway Patrolman wasn't out
13 this afternoon when I come through.

2034

14 But anyway, I ranch in Corson County. My
15 brother flies a lot, most every day after storms.
16 And I guess I basically would agree with a lot of
17 things that are said, although we do absolutely with
18 no doubt need a very strong military and efficient.
19 But then when you look at our southern border, I
20 find some discrepancy in public action and public
21 policies dealing with that.

GE-9

22 I guess the thing I would like to ask is, is
23 there any procedures or precautions taken -- that
24 can be taken for people -- I'll turn around -- that
25 fly that don't have a radio and would not be

AM-3

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1 recording or talking to anybody about their flights?

AM-3

2 Two examples I thought of since I came here is,

3 one, is at a minimum, people would be able to find

AM-12

4 out what might be happening in their particular area

5 at a particular date. And the other would be if

6 there would be a receiver that pilots could have so

7 that they would be able to identify planes that

AM-3

8 would be coming in their direction. I think that

9 those two types of things may have -- or solve a lot

10 of heartburn and a lot of agony for mothers and

11 wives of those people that will be flying, so...

12 But again, I think that I speak for everybody

13 here that we do appreciate what the military does.

14 It's a question of do we need to -- do we need these

PN-3

15 types of things; can they be done in another manner.

16 And I can -- on the way in I thought of two

17 things, two times when the American farmers paid

18 very heavy for American "Beef Heads" policies and

19 there were embargoes on our crops and it hurt very

20 dearly.

21 So we understand the need, but we also

22 understand our contribution. Thank you.

23 HEARING OFFICER GREGORY: All right. Thank

24 you, sir. Holly Waddell?

25 MS. WADDELL: Okay, thank you. I'm here

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2035

1 tonight on behalf of Dakota Rural Action. I'm
2 currently the chair of this statewide organization.
3 And I'm going to submit into the public record our
4 resolution that was adopted by our membership in
5 2008 opposing the expansion of the Training Complex.
6 And I won't read the whole resolution here because
7 it will go into the record.

8 Just some of the points, probably some points
9 you've already heard tonight; with noise levels
10 being a concern for our livestock and families; some
11 of the danger that might be presented to crop
12 dusters, private air travel, ambulance aircraft.
13 Let's see. Of course, the chaff and the fire danger
14 possibility from duds that might fall on the
15 grassland that we have out here, and some of
16 chemicals that they also contain.

17 A big concern of our membership is the possible
18 detrimental effects it might have on future
19 development of wind energy. Dakota Rural Action is
20 a strong proponent of wind energy of all sorts,
21 bio-fuels, wind, bio-mass, bio-diesel, all of those
22 that would help enhance the rural economies of our
23 state, and we hate to see anything come in that
24 would possibly have an adverse effect on developing
25 those.

LU-2

SA-7

SA-5

SA-14

SO-17

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1 So for those reasons again, I'm going to submit
2 this as a formal part of the record. And just want
3 to thank you for the opportunity to come and have a
4 chance to express that.

5 Dakota Rural Action is a grassroots family
6 agriculture and environmental group that works to
7 organize South Dakotans to preserve our family farms
8 and ranches and the environment and our unique way
9 of life. So some of our members are impacted more
10 than others by this and so they brought this
11 resolution to our membership a couple years ago.

LU-3

12 HEARING OFFICER GREGORY: Okay.

13 MS. WADDELL: And it's available for review
14 every year. And so last year it was recommended
15 that we keep it as a standing resolution for our
16 organization. Thank you.

17 HEARING OFFICER GREGORY: And, ma'am, I know
18 you just came in, but if you want to submit written
19 comments, you can leave them at the registration
20 table.

21 MS. WADDELL: Okay, thank you.

22 HEARING OFFICER GREGORY: They'll take care of
23 all that.

24 MS. WADDELL: Thank you.

25 HEARING OFFICER GREGORY: Anybody else who

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1 hasn't had a chance to speak yet that wants to?

2 Okay, going back to those who have already
3 spoken. Ms. Lee, I think you wanted to put another
4 three minutes back on the clock, so I'll go ahead
5 and do that for you as they say in football.

6 MS. LEE: You're very kind. I hate to be a 2031 (part II)
7 mike hog. I do appreciate you listening to me
8 twice.

9 But I would like to go on a little bit more
10 about why the Stockgrowers feel that this is
11 important to have these cases handled on the local
12 level.

13 As these folks have spent two years working on
14 this Environmental Impact Statement, we've had two
15 years to study this. And I've done a lot of
16 research. I have spent quite a little time looking
17 into how claims are handled in other areas, and
18 unfortunately they're usually not handled. In fact,
19 most people just give up.

20 And personally we know that frustration. In
21 the '70s we had some little missile bases in our --
22 in our area, and as the trucks drove around from
23 time to time we'd have damage when they'd get in the
24 wrong area and go through a fence now and then. It
25 happened several times. And you'd call and nothing

GE-8

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1 would happen. You'd call, nothing would happen.

2 After a while you quit calling. That's pretty much

3 what happens. So it is I think very important.

4 There's quite a few examples that they probably

5 wouldn't have the expertise. So, for example, your

6 horse, okay. Sonic boom or a low flight spooked

7 your horse. The horse went through the fence.

8 What's the horse worth? I mean, is it an old plug

9 that somebody needs to put down anyway, or is it

10 your daughter's prize barrel racing horse? You

11 know, in the first case, the vet bill's probably

12 sufficient. In the second case, it's definitely

13 not.

14 Okay, so your husband's out spraying and the

15 wind vortex moves the chemical from the summer

16 fallow fields to the next field and suddenly you've

17 got Round-Up on your field. Okay, what's a field?

18 Is it your alfalfa that you're saving for seed

19 that's got a beautiful stand, or is it a wheat field

20 that's been hailed on three times? So they need an

21 expert crop adjustor, which the Air Force probably

22 does not employ.

23 You can go on and on about cases where they

24 really don't have the expertise and can't be

25 expected to. So I think that's a very good point,

SO-13

SO-2

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2031 (part II)
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1 that claims be handled on a local level.

2 And I would -- I would encourage all of you to
3 talk to your Congress people. As far as I know, all
4 three of our Congressmen strongly support this, but
5 I would hope they would support us enough to help us
6 a little. And I thank you all for your time.

7 HEARING OFFICER GREGORY: Anybody else? Anyone
8 else? Whether you've already spoken or first time?
9 Okay.

10 My wrap-up sheet here. Well, we have no
11 remaining speakers. As I mentioned earlier, the Air
12 Force and the FAA reps will continue to be available
13 out by the display boards to discuss things with
14 you.

15 I thank you for your time and interest in this
16 Powder River Training Complex EIS proposal.
17 Tonight's certainly not the end of your opportunity
18 to participate in this process. Again, written
19 comment sheets are available at the registration
20 table. You can turn these sheets in tonight or mail
21 or fax them later. The mailing address is printed
22 on the brochure and the comment sheets.

23 The Air Force welcomes public comments in
24 writing at any time during the Environmental Impact
25 Analysis Process. To make sure your comments

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1 receive timely consideration for the Final EIS, all
2 comments must be submitted by November the 15th,
3 2010.

4 If you'd like your own copy of the Final EIS,
5 please tell one of the representatives at the
6 registration table or send a letter or postcard
7 asking for your own copy. The Air Force will send
8 copies of the Final EIS to you.

9 There being no more speakers at this time, I'm
10 going to go ahead and recess the hearing. Oh, sir?

11 MR. DAVE LENSEGRAV: Could I address Colonel 2036
12 Winters, please?

13 HEARING OFFICER GREGORY: You can make a public
14 comment if you'd like. But as I said, this isn't a
15 Q and A thing, but you can certainly comment. Would
16 you like to do that?

17 MR. DAVE LENSEGRAV: Yeah.

18 HEARING OFFICER GREGORY: Okay. Do you want to
19 get a -- you can go ahead and come on up. We'll get
20 that filled out later.

21 MR. DAVE LENSEGRAV: Dave Lensegrav. Well,
22 I --

23 (Projector light shines on the speaker.)

24 HEARING OFFICER GREGORY: That will make you
25 talk.

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2036 (cont'd)

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1 MR. DAVE LENSEGRAV: That's a bad one. Is that
2 about what it's like when a B-1's coming at you?

3 Well, I guess I -- I would just like to ask a
4 couple questions, and I don't know how I put that,
5 you know, into vote.

6 But, you know, there's been several people that
7 said that the Air Force will not compensate for
8 losses, you know, and I would just like them to
9 comment if this is true.

10 I also would like to know that from --
11 Ms. DeVine said about all this chaff and all this
12 stuff that they've been dropping around Las Vegas
13 for how many years, you know, just if this aluminum,
14 you know, dropped on the environment, you know, how
15 long they've been doing this.

16 You know, a lot of times it takes a long time
17 for these things to show up. Because I -- that will
18 be another question that I would like to ask for
19 some people that are probably quite a little more
20 knowledgeable than me.

21 Back in the '40s when they were doing all of
22 this work on the bombs and stuff in Nevada, you
23 know, and there was some detonations, you know, it
24 was rumored that they waited for the jet stream to
25 be just right so that all this stuff would be

SO-1

SA-27

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1 brought up into virtually the same area as here
2 because they didn't want it in Los Angeles, they
3 didn't want it in San Francisco, they didn't want it
4 in Seattle, they didn't want it in Denver. Let's
5 put it out there where it isn't going to affect very
6 many people. Well, I'll tell you what. This is one
7 of the hottest areas in the world as far as cancer.
8 You know, we've had a lot of stuff dumped on us.
9 I've had cancer, you know, and I've buried a lot of
10 my friends from cancer. And I'm not an old bugger
11 that should be dying from cancer yet. So that's
12 some of the questions.

SA-14

13 I would like you to address whether the Air
14 Force -- you know, if they do have -- you know,
15 there's going to be screw-ups, you know. Stuff
16 happens. And I know with a flyover, I had my calves
17 spooked a couple years ago, not from any airplane,
18 who knows what, nothing, but they spooked. They got
19 on the highway. We killed 17 of them. We wrecked
20 two semis. What's it going to be like with one of
21 those things roaring over? Thank you.

BI-4

22 HEARING OFFICER GREGORY: All right. Anyone
23 else? Anyone else? All right. Well, if -- okay.
24 State your name for her so she can get it down.

25 MR. NASH: Dennis Nash, N-A-S-H. My concern

AM-9

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1 is, if this is a stepping stone from an MOA to a
2 restricted airspace. If some day they wake up some
3 day and they'll just say, "Well, let's exercise our
4 UAVs." You can't do that unless you have restricted
5 airspace. And if it's just that stroke of the pen
6 will do it, make restricted airspace out of an MOA,
7 I don't know. Thank you.

AM-9

8 HEARING OFFICER GREGORY: Anyone else? Well,
9 it's only 10 after 7:00 and we're not set to end
10 until 8:00, so what I'm going to do, I'm going to
11 recess the hearing, and the Air Force and FAA reps
12 will still be available to discuss things with you.
13 And Ms. Fink and I will be open down here until
14 8 o'clock if anybody changes their mind and wants to
15 put something on the record, you can do that. We'll
16 turn the machine back on and get your comment. Or
17 as I mentioned several times, you can do the written
18 comments, too.

19 So with that, I'll go ahead and recess the
20 hearing at about 10 after 7:00. Thank you.

21 (Hearing in recess at 7:10 p.m.)

22 HEARING OFFICER GREGORY: It's about 7:55.
23 We're back on the record. Mr. Drown has asked to
24 make a comment. So Mr. Drown.

25 MR. DROWN: Yeah, Mr. White, I don't know his

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1 rank, he went ahead and explained to me, I was late
2 coming to your meeting, but the way he explained it
3 to me, Alternative A, or the first choice, seems
4 like it should work for this area in my opinion. I
5 was most concerned about low-level flying and rumors
6 that I had heard that it would preclude any possible
7 future wind power development in our area.

8 And from what I understand from their answers,
9 him and a couple other folks, there's no -- it has
10 nothing to do with that. Of course, there's other
11 types of agencies that would, and we understand
12 that.

13 But the story that we had heard that got us
14 concerned was that it being the practice area for
15 aircraft would cause it so it would be illegal to
16 put any wind power development.

17 And I don't see any problem in my professional
18 judgment with your project, and glad this part of
19 the country can help.

20 HEARING OFFICER GREGORY: All right. Thank you
21 very much, Mr. Drown. Would you mind just filling
22 out this card for the folks. Just put your name.

23 (Brief pause.)

24 HEARING OFFICER GREGORY: Well, it's 8:00 p.m.
25 And there being no more speakers, this hearing is

SO-17

GE-1

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1 adjourned.

2 (The Powder River Training Complex Public

3 Hearing adjourned at 8:00 p.m.)

4

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Powder River Training Complex EIS

G-334 **Appendix G Draft EIS Comments and Responses**

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1 STATE OF SOUTH DAKOTA)
) SS. CERTIFICATE
2 COUNTY OF MEADE)

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this day of , 2010.

17 Teresa L. Fink, RMR
Registered Merit Reporter

18 My Commission Expires: 4-29-2016

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1 finally, as mentioned earlier, this isn't a Q and A
2 session. It's an opportunity for you to put your
3 views and your concerns about the proposal that you
4 want the decision-makers to consider, put those on
5 the record.

6 Questions that you pose during your comments
7 will become part of the record and will be
8 considered, and then after we're done, as I
9 mentioned at the beginning, after we're done with
10 the formal part of this, then the Air Force and FAA
11 reps will still be available by the charts and all
12 that stuff outside to discuss anything that you'd
13 like to discuss with them.

14 Okay. Well, with all that, I'll go ahead and
15 get our first speaker up here. How about Senator
16 Bowman?

17 SENATOR BOWMAN: Okay. I've never got up in
18 front of a group of people and had a limitation on
19 how long I can talk.

20 HEARING OFFICER GREGORY: Well...

2039

21 SENATOR BOWMAN: But I know that there's been a
22 few concerns dealing with this. I know that until
23 we actually do it, we're not really going to know
24 what the impact is going to be. And if you deal
25 with things after the fact and can't change it, then

GE-10

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1 the problems are going to get greater.

2 If you could have a test-run and then come back
3 and have another meeting when the public then knows
4 exactly what's going on, it might be the best thing
5 that you can do. That's my suggestion from what
6 I've heard.

GE-10

7 But until we actually have these planes flying
8 at the various speeds that they're going to fly and
9 the elevations that they're going to fly, we don't
10 know.

11 I can tell you from my experience when I
12 ranched north of Rhame, the first time the stealth
13 bomber flew over. I didn't know there was any bombs
14 like that. I didn't even know what it was. And it
15 came in from behind me. And when it got to the
16 other side of me, that's when I heard it. And I
17 thought the tractor was going to blow up. But if
18 I'd have known before that it was going to come, I'd
19 have been prepared for it.

20 And that's what my point is right now from what
21 I've heard. I've heard a lot of people have a lot
22 of discussions about this and they have a lot of
23 concerns. But until we actually do it and then have
24 a public meeting, I don't know if we can really
25 address the real concerns until that's done. Thank

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1 you.

2 HEARING OFFICER GREGORY: All right. Thank
3 you. I think you had plenty of time. But if you
4 want more, I think you'll probably have a chance
5 later.

6 Let's see here. Next I have Pine Abrahamson.
7 I hope I've got that right. Here you go.

2040

8 MR. ABRAHAMSON: I guess I just got a couple
9 concerns. Bowman County is thinking about building
10 a new airport, and this airport is part of our
11 energy in our county and our state. It brings
12 people in and out of there with the oil. They're
13 not always predictable when they're going to show up
14 and when they're going to leave. And that's -- it's
15 kinda got a concern for me because oil is part of
16 our state and part of our growth. If they can't
17 come into our county or into our city and leave when
18 they want to, it's kind of a downfall for our
19 community.

50-10

20 HEARING OFFICER GREGORY: All right. Thanks,
21 sir. Next I have Mr. Darin Langerud. Mr. Langerud.
22 I hope I got that right.

23 MR. LANGERUD: You did.

24 HEARING OFFICER GREGORY: Excellent.

25 MR. LANGERUD: My name's Darin Langerud. I'm

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1 the Director of the North Dakota Atmospheric
2 Resource Board in Bismarck. The ARB is a division
3 of the State Water Commission. We're charged with
4 the regulation of weather modification activities in
5 North Dakota. Each summer, the North Dakota Cloud
6 Modification Project conducts airborne cloud seeding
7 operations to enhance rainfall.

8 (Off-the-record discussion.)

9 HEARING OFFICER GREGORY: Don't count this
10 discussion as part of his time.

11 THE COURT REPORTER: If you could start over,
12 that would be great.

13 HEARING OFFICER GREGORY: As they say in
14 football, put three minutes back on the clock.

15 MR. LANGERUD: All right. The North Dakota
16 Atmospheric Resource Board which is a division of
17 the State Water Commission in North Dakota is
18 charged with the regulation of weather modification
19 or cloud seeding activities in the state. Each
20 summer, the North Dakota Cloud Modification Project
21 conducts airborne cloud seeding operations to
22 enhance rainfall and suppress hail from convective
23 clouds from the months of June through August. The
24 2009 economic evaluation shows that cloud seeding
25 operations in southwest North Dakota contribute

50-2

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2041 (cont'd)

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1 \$3 million annually in additional crop revenues and
2 \$9.2 million in gross business volume annually.

SO-2

3 The current cloud seeding program includes
4 Bowman and part of Slope County which lie under the
5 PR-3 expansion of the PRTC. Also, Gaps B and C
6 MOA/ATCAAs adjacent to PR-3 are in close proximity.
7 We are committed to working together with the U.S.
8 Air Force so that both PRTC and NDCMP missions can
9 be accomplished.

GE-11

10 Regarding flight operations, the EIS recognizes
11 that weather modification and cloud seeding
12 activities could be affected by the proposed PRTC.
13 The general recommendation in the EIS is to notify
14 Ellsworth Air Force Base of the possibility of cloud
15 seeding operations and work with them to deconflict
16 training missions.

17 Weather modification aircraft operate under
18 Visual Flight Rules. However, Instrument Flight
19 Rules are also occasionally conducted in this area
20 which are typically conducted between flight level
21 160 and 240. The EIS indicates that civil aviation
22 would not be prohibited under VFR conditions even
23 when the MOA is active, and that civil and military
24 aircraft would operate under VFR see-and-avoid
25 rules. IFR flights, however, would be prohibited

AM-13

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1 when the MOA is active, a potentially significant
2 impairment to effective cloud seeding operations.

AM-13

3 This raises two questions: Will prior
4 notification of Ellsworth Air Force Base regarding
5 active weather modification seeding flights
6 deconflict the affected area under an active MOA to
7 the extent that IFR cloud seeding flights can be
8 conducted, and also, will that prior notification
9 regarding VFR seeding flights deconflict the
10 affected area for military aircraft, or will they
11 operate in the area where seeding is ongoing and
12 will see-and-avoid rules be enforced.

AM-12

SA-15

13 The final issue has to do with radar
14 countermeasures. The Draft EIS outlines also the
15 planned use of chaff as a countermeasure for radar
16 detection. We operate a weather radar at the Bowman
17 Airport for assistance with weather detection and
18 flight operations logistics.

SA-16

19 Chaff fibers of 1 inch which are outlined in
20 the EIS are exactly what you would want to jam a
21 5 centimeter wavelength radar which is what we
22 operate here in Bowman. Thus, it's plausible to
23 suggest that the use of this chaff during training
24 could produce high reflectivity radar echoes, which
25 could be detected by the Bowman radar and not

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2041 (cont'd)

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1 associated with clouds or precipitation.

SA-16

2 Further, prior research has indicated that
3 military chaff has very slow terminal fall speeds
4 and can persist in the atmosphere for long periods,
5 deposited many miles downwind. The Draft EIS
6 recognizes that chaff can be "detected by improved
7 FAA radars, so to ensure that no chaff cloud
8 interferes with ATC, chaff would not be deployed
9 within 60 nautical miles of airport approach
10 radars."

11 Our question would be, due to the importance of
12 radar during cloud seeding operations, will the U.S.
13 Air Force forgo the use of chaff within the same 60
14 nautical mile range of the Bowman radar as it
15 proposes with FAA approach radars.

16 The proposed actions in the Draft EIS regarding
17 cloud seeding operations in southwest North Dakota
18 indicate that the Air Force is willing to cooperate
19 with the existing users of the airspace so that all
20 missions can be accomplished. However, we request
21 further clarification on the aforementioned issues
22 to ensure that this important and longstanding
23 program can continue to be effective. Thank you.

SA-16

24 HEARING OFFICER GREGORY: All right. Next I
25 have Mr. David Hellard. Mr. Hellard?

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1 MR. HELLAND: David Helland, H-E-L-L-A-N-D.

2 HEARING OFFICER GREGORY: Oh, sorry about that.

3 MR. HELLAND: My concern is basically as a
4 pilot in the airways and their flying and the
5 concerns of mid-air collisions.

6 I heard this, that you said they were going to
7 fly below -- or not below 500 feet. Where that's an
8 interesting concept, but reality is, they fly below
9 that.

10 And I almost had a mid-air collision with a B-1
11 bomber when a New England training sabbatical was
12 active but it was with my truck. They literally
13 went around me at approximately 150 feet, went
14 around and up and lit the after-burners, went up
15 through a solid thousand foot overcast. An
16 extremely impressive sight, but very dangerous. In
17 a truck, it wasn't a big deal. But had I been
18 flying a small airplane, it would have been
19 extremely hazardous.

20 So where the concept is that they're 500 feet,
21 the reality is, they do fly below that. And they
22 were hot-dogging, or using me as a target, and
23 that's -- that's dangerous and we just can't have
24 that. So that would be my concern as a pilot.
25 Thank you.

SA-1

AM-14

SA-17

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1 HEARING OFFICER GREGORY: All right. Thanks,
2 sir. Next I have Mr. Rodney Schaaf. Mr. Schaaf.

3 MR. SCHAAF: Thank you, Colonel. Schaaf --

4 HEARING OFFICER GREGORY: Sorry.

5 MR. SCHAAF: -- S-C-H-A-A-F.

2043

6 First of all, I would like to thank Ms. DeVine
7 for coming up from the East Coast. Sometimes, I
8 guess speaking for a majority of the people here, we
9 feel our voices aren't heard out here in the rural
10 areas from the people down there in the D.C. area.
11 So welcome to Bowman.

12 Again, Pine hit the nail right on the head. We
13 are blessed here in western North Dakota with
14 energy: oil, coal, natural gas, potential for
15 uranium, methane recovery, and we want these
16 corporate jets to come into our new airport.

So-5

17 And our concern again is this 500-foot low area
18 that's going to be on PR-3 right over the top of us.
19 We're glad to see in the final draft that just about
20 all the concerns I think everybody had here was
21 mentioned, but we were kind of disappointed that no
22 recommendations were followed. And the main one we
23 had was keeping us as the high area, say above
24 10,000. You can do what you want above there, but
25 leave us alone below.

DO-4

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1 And the next one was communications and radar.
2 And as I read through the draft, basically they said
3 they weren't going to do anything about it. I don't
4 know if it's cost or just terrain or the quality of
5 the radar.

AM-3

6 And so in summary, people live out here. We do
7 our jobs and raise the kids, pay taxes, and last but
8 not least, we do support our men and women in
9 uniform. And so we realize the importance of
10 training, but with all these scoping meetings,
11 there's gotta be a compromise between everybody
12 affected.

13 So we were hoping some of our recommendations
14 were included. Maybe they will be in the final
15 draft. Thank you.

NP-2

16 HEARING OFFICER GREGORY: Thanks, sir.

17 I've been through all the speaker sign-up cards
18 that I have. Did anybody else who hasn't spoken yet
19 want to say anything? All right. Since we have
20 plenty of time, would anybody who has already spoken
21 want to add to what you've already said? Okay.

22 Well, since we have no remaining speakers, as I
23 said earlier, the Air Force and FAA reps will
24 certainly be available and continue to be available.
25 We're not due to be out of here until 8 o'clock.

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1 That's about an hour from now. And they will be by
2 these boards and various things to discuss things
3 with you.

4 I thank you for your time and interest in this
5 Powder River Training Complex proposal. As I
6 mentioned earlier, tonight's not the end of your
7 opportunity to participate in the review process.
8 Written comment sheets are available over at that
9 table. You can turn these in tonight or mail or fax
10 them later. The mailing address is printed on the
11 brochure and on the comment sheets.

12 The Air Force welcomes public comments in
13 writing at any time during the Impact Analysis
14 Process, but as I said at the beginning of this, to
15 receive timely consideration for the Final EIS, you
16 need to get those in by November the 15th, 2010.

17 If you'd like your own copy of the Final EIS,
18 please tell one of the representatives out there or
19 send a letter or a postcard asking for a copy and
20 the Air Force will send copies of the Final EIS to
21 you.

22 Since we're well before 8 o'clock, you'll have
23 more opportunity to discuss things with folks. I'm
24 going to recess the hearing, but if anybody changes
25 their mind about wanting to speak, just come back in

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1 here, let me know, and we'll crank the machine back
2 up and get your comments on the record.

3 But at this time, I'm going to go ahead and
4 recess the hearing. Again, thanks for coming.

5 Let me put on the record what a beautiful
6 facility that Bowman has. I'm just sitting here
7 admiring this timber framework. It's outstanding;
8 prettiest I've seen.

9 All right. We're in recess.

10 (Hearing recessed at 6:55 p.m.)

11 HEARING OFFICER GREGORY: It being 8 o'clock,
12 and there being no more speakers, this hearing is
13 adjourned.

14 (The Powder River Training Complex Public
15 Hearing adjourned at 8:00 p.m.)
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25

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1 STATE OF SOUTH DAKOTA)
2 COUNTY OF MEADE) SS. CERTIFICATE

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the forgoing Pages 1
6 through 45 are a true and correct transcription of my
7 stenographic notes.

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

Teresa L. Fink, RMR
Registered Merit Reporter

18 My Commission Expires: 4-29-2016

19

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1 That is the purpose of the comment period. Second,
2 if you agree with a previous speaker on something,
3 you can certainly say that, but there's no need to
4 repeat what they said since it's already recorded in
5 the record here. And finally, as I mentioned
6 earlier, this isn't a Q and A session. It's an
7 opportunity for you to put on the record your views
8 and concerns about the proposal that you want the
9 decision-makers to consider. Questions that you
10 pose during your comments will become part of the
11 record and will be considered.

12 After we're done with the formal part of this,
13 the FAA and Air Force reps will continue to be
14 available out by these displays to discuss things
15 with you.

16 With that, we'll move to the cards. And let's
17 see. I've got Jerry Kling, Kling Ranch. I think
18 we've got a microphone down here.

19 MR. KLING: My comments were, the last time
20 these planes flew over our ranch, it was nearly a
21 daily deal to take dead livestock out that had hit
22 the corrals, broke their necks, broken legs. I
23 would call Ellsworth Air Force Base. They asked the
24 nature of my call and I would sit on that phone.
25 You could sit there all day and never get anybody to

2044

BI-4

GE-8

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1 respond. This was almost daily. And I was just
2 wondering if this was going to be the same kind of
3 deal.

GE-8

4 But they said that no planes were lower than
5 500 feet. When they shake the stuff off the shelves
6 in the house and nearly break the windows out of the
7 house, they deliberately used our feedlot and our
8 buildings for targets, and it was really upsetting
9 and disturbing. I just hope that that doesn't
10 happen again. It would put me out of business again
11 if they do that again.

SO-18

AM-15

SO-6

12 And I guess that's all I had to say. But I
13 just hope it doesn't happen like before.

14 HEARING OFFICER GREGORY: All right.

15 MR. KLING: I do think that we need the Air
16 Force and I'm proud that they do the job they do.

GE-9

17 HEARING OFFICER GREGORY: All right.

18 MR. KLING: So...

19 HEARING OFFICER GREGORY: Thanks for putting
20 those concerns on the record.

21 The next speaker I have is Mr. Shawn -- is it
22 Weishaar? Did I get close to that?

23 MR. SHAWN WEISHAAR: Yes. It's Weishaar,
24 W-E-I-S-H-A-A-R. Can I start?

25 HEARING OFFICER GREGORY: You're good.

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1 MR. SHAWN WEISHAAR: Okay. First, I would like
2 to thank both of you for your service. Like Jerry,
3 I also appreciate what the U.S. Air Force and all
4 our Armed Forces are doing for us on a daily basis.

GE-9

5 Our biggest concerns are, I grew up living
6 under a low-level flight path for a good chunk of my
7 years I grew up. And I've read parts of the EIS
8 statement, and here's my biggest concerns with it.

9 I don't think they've taken into account the
10 effects of property values with these fly-overs, and
11 the only thing that uses unit comparison is
12 interviews with appraisers from southeast Montana.
13 We all know that our area has a higher population
14 density than those areas, and I don't think the
15 appraisal studies were documented in this situation
16 to address more of the rural residential properties
17 in our area. And the only effect -- or the only
18 thing we can do as a landowner is declare inverse
19 condemnation which is time-consuming and costly.

SO-1

SO-19

20 And nothing is mentioned in this EIS about
21 navigation and hazard easements that could be in
22 place because of property adversely affected by
23 low-level flights. I think this part of the EIS
24 statement on property values is extremely weak.

SO-1

SO-22

25 Next thing I noticed is, the EIS does not

SO-20

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1 identify feedlot and livestock backgrounding
2 operations. The assumption is that we would round
3 up cattle once a year to brand and we round them up
4 once more to send off to lien. We have a tremendous
5 amount of people that background and feed calves
6 anywhere from a month to year-round in this area,
7 and they've not been identified in this
8 Environmental Impact Statement.

SO-20

9 They haven't taken into account the number of
10 crop land acres that will be coming out of CRP in
11 our area in the next few years. We're already
12 seeing some of this happen. We have more continuous
13 crop, more no-till. We have a lot more aerial
14 spraying going on than we had 10 years ago. I think
15 this would be detrimental to our aerial applicators
16 to the point where they may not even want to work in
17 this airspace because of it.

LU-4

SO-2

18 Finally -- or not finally, but I think the EIS
19 is extremely vague on where they're going to put
20 these threat emitter sites. How much more land is
21 the Air Force looking to acquire to put these in?
22 Are they using the promise of no low-level flights
23 over an operator's farmstead to -- as a bargaining
24 chip to get a low-level -- to get a threat emitter
25 site put in? In the past, they've always been in a

CM-2

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1 way just -- in a spot away from the flight path and
2 they -- very seldom a flight would go over the top
3 of them.

4 And nothing is mentioned in this EIS statement
5 about the previous landowners and residents that
6 were affected by past activity. And I can tell by
7 looking in the crowd who you are because you all
8 know what I'm talking about.

SO-21

9 Having grown up under this, I -- it was not
10 uncommon to be woken up in the middle of the night.
11 I have four children. I don't want them to go
12 through that.

13 I think we can stay away from the farmsteads,
14 feedlots, backgrounding areas. If we can't avoid
15 some of these areas on flights, I don't know how we
16 can fight the enemy in a hostile territory.

NO-10

17 With that, that's all I have to say.

18 HEARING OFFICER GREGORY: All right. Thanks a
19 lot, sir. And again, if you have written materials
20 that you want to add, those can be added as written
21 comments any time before November 15th.

22 The next name I know I'm going to get wrong and
23 I apologize to whoever it is in advance. Roger
24 Kinnischtzke?

25 MR. KINNISCHTZKE: Well, you can pronounce it

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1 Kin-ect-si or Kin-ish-ke.

2 HEARING OFFICER GREGORY: Kinnischtzke.

3 MR. KINNISCHTZKE: There's two versions.

4 HEARING OFFICER GREGORY: Okay. Well, sorry
5 about that.

6 MR. KINNISCHTZKE: That's okay. 2046

7 HEARING OFFICER GREGORY: There you go.

8 MR. KINNISCHTZKE: You're not the first one.

9 I'm a farmer/rancher from, well, the Grano area
10 actually. So -- I'm also a pilot. And I'm
11 concerned about the expansion of this. It's going
12 to cover a lot of farmers and ranchers.

13 And I would like to see it stay the way it is.

14 I think it's been working pretty good. We have our

15 wildlife I think is an issue. We're in a prime

16 hunting area. And, you know, when our Vice

17 President Cheney was here, a rancher couldn't go out

18 and check his cows because he'd have been highly

19 illegal. And so I'm a little concerned about too

20 much government too close by for our food and

21 livestock protection and production.

22 And I think looking down the road, hopefully

23 our people from Afghanistan can come home pretty

24 soon. And down in the future, in years from now,

25 maybe we don't need quite as much protection as what

PN-2

LV-5

GE-5

PN-3

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1 we're trying to come up with here today. And if we
2 do have to have it, I'd like to see it here in the
3 United States; bring some of our people back.

PN-3

4 And I don't know how this is going to affect
5 our proposal, but I would like to see it stay the
6 same. Thank you.

7 HEARING OFFICER GREGORY: All right. Thanks,
8 sir.

9 Next I have Georgene Goeres. There you go,
10 ma'am.

11 MS. GOERES: I have this memorized, but I'm
12 going to read it so I get it all in.

2047

13 Thank you for making this important meeting a
14 priority tonight and thank you to the Air Force for
15 giving us this opportunity to express our opinion.

16 This is the epitome of America: public
17 meetings, the right to express an opinion, pro or
18 con, without fear of retaliation; one of the
19 freedoms our military affords us.

NP-3

20 I think most of us here tonight have strong
21 family history of military service. I know our
22 family goes from the Civil War to this day and this
23 hour, this minute, and this second right now. We
24 are proud of our military, we respect our military,
25 we honor our military, and we know up close and

GE-9

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1 personal firsthand what they do for us. Our
2 military is number one in the world; always has
3 been, always will be.

GE-9

4 That being said, I know there are millions and
5 millions of square miles already dedicated to our
6 military forces on the ground and in the air for
7 bases, artillery ranges -- excuse me. I'm running
8 out of air.

PN-2

9 HEARING OFFICER GREGORY: Just take your time.

10 MS. GOERES: -- moving grounds, bombing ranges,
11 and elusive maneuver ranges. I know that at least
12 six foreign countries train with our pilots in
13 Nevada: Germany, United Kingdom, Canada, and several
14 others. I know that the German Air Force has
15 trained in the United States since the '40s and '50s
16 up to this day, mostly in White Sands, New Mexico.
17 I believe we have the ground and airspace already in
18 place all across these United States to keep us
19 number one in the world.

PN-2

20 I believe this proposed expansion is an
21 expansion of convenience for Ellsworth and Minot Air
22 Force Bases. I do not believe it is a necessary
23 expansion for national security.

PN-3

24 I live 19 miles south of Elgin and we were
25 there when the bombers and fighter planes were here

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1 years ago, and I do not want to return to that for
2 many, many reasons, most of which will be addressed
3 by all of you.

4 Don't let anyone guilt you into thinking you
5 are un-American or anti-military if you do not go
6 along with this proposed expansion. One issue has
7 nothing to do with the rest.

8 In conclusion, the Stockmen's -- North Dakota
9 Stockmen's Association is holding their convention
10 today through Saturday at the Holiday Inn in Minot.
11 There will be a discussion and vote on this topic
12 tomorrow at 1:00 p.m. their time. You have to be a
13 member to vote, but you don't have to be a member to
14 contribute to the discussions. If you're going to
15 be in Minot, please make that session a priority.

16 Thank you for your time. And God bless our
17 military and God bless America.

18 HEARING OFFICER GREGORY: Thank you, ma'am.
19 Next I have Mr. Dan Stewart.

20 MR. STEWART: Thank you. That was very well 2048
21 said, by the way.

22 I'm the Chairman of the Grant County
23 Commission. And so one of my other fellow
24 Commissioners is here tonight. We've discussed this
25 a little bit. I also ranch 35 miles southwest of

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1 here -- southeast of here and remember like some of
2 the others here those big planes flying through back
3 in the '80s, '70s and '80s.

4 My biggest concern is, what happens if we do
5 have a wreck on the ranch and we kill some
6 livestock? How do you get that reimbursed? We've
7 just got done dealing with FEMA over the last
8 several years and I know what an extremely,
9 extremely slow process that is to deal with the
10 federal government when it's time to get money from
11 them to you.

SO-13

12 And I'm fearful that we have producers out here
13 who once a year pull their once-a-year paycheck off
14 their cows and put them in their feedlots and have a
15 wreck and lose 10 or 12 or 15 or 20 head of
16 livestock that might mean the difference between
17 making it or breaking it for their entire family and
18 have nobody on the other end of the phone when it's
19 time to try and get some relief from that. That's
20 my biggest, biggest concern.

SO-13

SO-12

21 I want our military to continue to be the best
22 that it is. I've had an opportunity to fly a few
23 different places this last year and we flew to Reno,
24 Nevada, not too long ago. There's a lot of desolate
25 area down there. I didn't see a cow for two hours

GE-9

PN-2

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1 of flight time. There's gotta be someplace to fly
2 down there, boys.

PN-2

3 And you're talking about western North Dakota
4 where we raise the best cattle in the world and
5 we're proud of that. And these guys want you to
6 know that; that this isn't something we do on the
7 weekends.

LU-3

8 My family's fifth generation and there's lots
9 of long-time generation ranchers here that take a
10 large amount of pride in what they do, just like we
11 have pride in our Air Force. But these are our
12 livelihoods, and we want to be able to protect that
13 as much as we possibly can. Thank you.

LU-1

14 HEARING OFFICER GREGORY: All right. Thanks,
15 sir.

16 Next I have Mr. Dan Maher. Mr. Dan Maher.

2049

17 MR. MAHER: Thank you. I'm Dan Maher. I don't
18 think this is a question of patriotism at all.
19 One-sixth of the population of the United States
20 lives in rural America, but yet rural America
21 supplies 40 percent of our military people. So, you
22 know, I think we're fairly patriotic and we do
23 commend our military for the things they do do.

24 But as the speakers before me said, what do you
25 do when your calves break out from something like

50-12

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1 this, you know. It's your livelihood we're fighting
2 for. What we would really like I think is a name.
3 Who do we call and a phone number and somebody
4 that's there to answer it and take care of our
5 problem; not somebody that puts you on hold, you
6 know.

50-12

7 Like the guys before me said, you know, when
8 calves break out, you're probably lucky if they
9 break out or you've got a dozen of them laying along
10 the fence with broken necks. They break out, then
11 you gotta go chase them down probably four miles
12 away. It takes you days to get them back. Then you
13 gotta settle them down, and you gotta fight it for
14 the rest of the winter because they're spooky. If
15 something coughs, they're probably ready to go.

16 So I guess that's where I come from, you know.
17 It's what -- what these guys are fighting for every
18 day. So thank you.

19 HEARING OFFICER GREGORY: All right. Thanks,
20 sir.

21 And next I have Mr. Dennis Drayton.

2050

22 MR. DRAYTON: Yes. I'm Dennis Drayton. I live
23 at Lemmon, South Dakota, but we call our place
24 Drayton Ranch of the Dakotas. We moved up here not
25 so long ago and ranch and pay taxes on both sides of

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1 the border.

2 After scoping the Air Force's in-depth study of
3 the environmental impacts, they have considered all
4 the aspects and most of the time come to the same
5 conclusions as we have; that the whole plan, if
6 implemented, will damage fences and corrals, disband
7 sheep, make riding horses more risky, startle us,
8 shake our homes, and contribute in general to a more
9 stressful life for all. This is all a given.

LU-2

10 And you haven't heard many of us talk about
11 environmental impacts. It's all about the people
12 that are living out here and being able to tell
13 somebody that -- our wishes and then have somebody
14 that we elected take action on them.

15 But let us be clear. As I said, there's much
16 more than the environment at stake. As my good
17 friend Shawn Weishaar said after looking at the map
18 the other day, "This is nothing if not a taking,"
19 clear and simple.

SO-1

20 Well, ladies and gentlemen, he has hit the nail
21 on the head. We are all here because we are
22 property owners. And, as American citizens, we're
23 endowed with certain inalienable rights of life,
24 liberty, and the pursuit of happiness. And that to
25 secure these rights, governments are instituted

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1 among men, deriving their just powers from the
2 consent of the government.

3 All of our lands are historically important,
4 having been trod on by the earliest man and animals
5 to the present time. None are more important than
6 what we personally own, regardless of the lists that
7 have been made. Now the government has parlayed
8 with the various Tribes and found that the
9 representatives all voiced their opposition to their
10 inclusion in an expanded training complex.

11 The Air Force has seemingly agreed that on
12 certain circumstances they would try to avoid Tribal
13 life and activities, at the same time being mindful
14 of the impoverished children thereon.

15 In contrast, we other citizens of these areas
16 come in even greater numbers to voice our opposition
17 while those we elect to congress abandon us and
18 essentially offer up our lands as sacrifice in the
19 interest of keeping the Air Bases open. It's as
20 simple as that.

21 So don't spend too much time conferring with
22 these representatives because they are not here to
23 offer sympathy, nor do they owe us any allegiance in
24 this issue. We must focus our efforts in making our
25 congressmen and women accountable to our wishes.

EJ-1

NP-2

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1 HEARING OFFICER GREGORY: All right. Thanks,
2 sir. And if you have written more material here,
3 you can put that in as a written comment.

4 Anyone else like to speak for the first time?
5 Anyone? Because that's the last speaker card that I
6 have. Anybody? Is there anybody who's already
7 spoken that would like more time to add to what you
8 already said? Anyone?

9 Come on back. Put another three minutes back
10 on the clock.

11 MR. DRAYTON: It won't take that long.

12 HEARING OFFICER GREGORY: That's all right.
13 Take what you need.

14 MR. DRAYTON: Now, did you notice tonight that
15 these representatives of the Air Force and the other
16 entities have brought no goods to trade with us, no
17 offers of compensation nor recompension. Remember,
18 all the trading was done before they arrived here by
19 the cooperative agencies and those whom we trusted
20 to act in our best interests. All the federal
21 agencies arrayed against us play nice with each
22 other while we have to play hard ball.

23 If we cannot prevail in this issue, if our
24 voices and desires are not heeded, a black curtain
25 will have been dropped over the faces at Mount

SO-1

NP-4

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1 Rushmore. Will we, just as the Lakota, the Crow,
2 the Cheyenne before us, be left to cry a trail of
3 tears? We will see. We will see.

4 HEARING OFFICER GREGORY: All right. Thanks,
5 sir. Anyone else?

6 Would you just state your name one more time.

7 MR. MAHER: Dan Maher. Everything that we
8 heard tonight is all low impact, you know, minimum
9 impact. But right here it says flare development:
10 discontinued when fire danger rating beneath
11 airspace is extreme. Well, when do fires start?
12 They're not waiting for it to get extreme, I'll tell
13 you that.

2049 (part II)

SA-5

14 HEARING OFFICER GREGORY: All right. Thanks.
15 Anyone else? Come on back.

16 MR. SHAWN WEISHAAR: Shawn Weishaar. Just a
17 few more things to add.

2045 (part II)

18 I'm really concerned about how we will be
19 perceived economically if this goes into effect. I
20 think we've really had a lot of things go for us
21 lately. We've seen new people move into our area.
22 We've seen a lot of people buying 40-acre
23 farmsteads. They like to live out here and they
24 like to hunt out here. And I can't imagine showing
25 a property for sale and having a B-1B do a low-level

SO-1

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1 fly over the top. It would kill the sale right
2 away. I can guarantee that. They would find other
3 options.

SO-1

4 I think we made a lot of headway. We've got
5 some things going with wind development. We've
6 got -- we don't see vacant farmsteads any more.
7 Those are all -- those old ones are all falling over
8 and abandoned, but when a farm sells, it's -- you're
9 more apt to see the farmstead separated from the
10 rest of the property, and that's because somebody's
11 willing to live out there 30 miles just to enjoy the
12 peace we have and the quiet and the tranquility.

SO-17

LU-2

13 And I think that's one of our major selling
14 points, and I'm really worried about losing that
15 because we made some strong headways in the last ten
16 years and we're not what we were in the '80s.

17 HEARING OFFICER GREGORY: All right. Thanks.
18 Anyone else? Anyone?

19 Well, I tell you what I'm going to do. It's
20 not set to end until 8:00 p.m. So I'm going to
21 recess the hearing at this time and, as I mentioned
22 earlier, the Air Force and FAA reps will be
23 available out by those boards to talk anything over
24 you want.

25 But for now, let me just remind you that -- if

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1 I can get to the right page here.

2 As I said earlier, tonight's not the end of
3 your opportunity to participate in this process.
4 Written comment sheets are available at the
5 registration table. You can turn these in tonight
6 or you can mail or fax them later. And I'm blocking
7 the slide there. Sorry about that.

8 The mailing address is printed on the brochure
9 and the comment sheets. The Air Force welcomes
10 comments in writing at any time during the
11 Environmental Impact Analysis Process, but as I
12 mentioned at the start, to make sure they get timely
13 consideration for the Final EIS, please submit those
14 comments by November the 15th, 2010.

15 If you'd like your own copy of the Final EIS,
16 please tell one of the representatives at the table
17 or send a letter or postcard asking for your own
18 copy and the Air Force will send copies of the Final
19 EIS to you.

20 And there being no more speakers at this time,
21 I'm going to recess the hearing. And if you change
22 your mind and want to make a statement or add to
23 something you've already said, all you have to do is
24 come back up here, find me, and we'll turn the
25 machine back on for you.

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1 So with that, we'll be in recess. Thanks again
2 for coming out tonight.

3 (Hearing in recess at 7:10 p.m.)

4 HEARING OFFICER GREGORY: All right. The
5 hearing's back in session and Mr. Weishaar would
6 like to make some additional comments.

7 MR. BEN WEISHAAR: Yes. My name is Ben
8 Weishaar. My last name is spelled W-E-I-S-H-A-A-R.
9 I am a retired Delta Airlines employee. And what I
10 would like to do is, I would like to make aware of a
11 couple points that I think the Air Force should
12 address.

2051

13 Number one is, the flight plans for this area
14 should be regulated because Delta Airlines at this
15 time is trying to establish a route from Salt Lake
16 City to Bismarck, North Dakota, and the airline that
17 would be flying us would be Sky West Airlines which
18 flies a smaller two-engine airplane. So I would
19 like this brought to their attention so that this
20 will not interfere with Delta's plans.

AM-1

21 The second point that I would like to address
22 is, they mentioned bird strikes, and the bird that
23 they forgot to mention is the Canada goose. The
24 Canada goose is a much bigger bird than any of these
25 other birds that they were talking about and it

SA-10

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SA-10

1 flies much higher.

2 For example, I don't know if it was a Canada
3 goose or not, but I was working down at Phoenix,
4 Arizona, for Delta Airlines in the early '90s and we
5 had a bird strike on the radome at 35,000 feet. And
6 we don't know what type of bird it was, but he put a
7 dent in it about a foot deep. And this radome is
8 made out of fiberglass in the front of the plane.
9 That's all I have.

10 HEARING OFFICER GREGORY: All right. Thanks,
11 sir.

12 MR. BEN WEISHAAR: Thank you, sir.

13 HEARING OFFICER GREGORY: With the conclusion
14 of the comment, we'll go back into recess.

15 (Hearing in recess at 7:20 p.m.)

16 HEARING OFFICER GREGORY: Well, it's 8 o'clock.
17 And there being no more speakers, this hearing is
18 adjourned.

19 (The Powder River Training Complex Public
20 Hearing adjourned at 8:00 p.m.)

21
22
23
24
25

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Powder River Training Complex EIS
Appendix G Draft EIS Comments and Responses

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17 Teresa L. Fink, RMR
Registered Merit Reporter

18 My Commission Expires: 4-29-2016

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1 formal part isn't a Q and A session. It's an
2 opportunity for you to put on the record your views
3 and concerns about this proposal that you want the
4 decision-makers to consider. Questions that you
5 pose during your comments will become part of the
6 record and will be considered.

7 Of course, after we're done with the formal
8 part, the FAA and Air Force representatives will
9 continue to be available to discuss things with you
10 back around all those display boards.

11 And with all that, I'll move to the comment
12 cards. And let's see. I'll just deal off the top
13 here. I have Matt Davila. Did I get that right?

14 MR. DAVILA: No.

15 HEARING OFFICER GREGORY: No? Sorry.

16 MR. DAVILA: Davila.

17 HEARING OFFICER GREGORY: Matt Davila. Go ahead
18 and spell that for her.

19 MR. DAVILA: Davila is D-A-V-I-L-A. I know
20 this is not a Q and A meeting, but I just -- I was
21 talking with the liaison earlier today and I wanted
22 him to explain some of the possible test flights
23 that were going on and -- back in '93 and '95.

24 You guys showed the borders of the proposed
25 patterns or whatever. And I can't remember what we

2052

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1 were talking about. I can't remember how that went.

2 But that was in existence before.

3 But I moved here from Denver, and living out
4 seven miles outside of Selfridge which is -- there's
5 nothing there, but I saw -- what I saw is the whole
6 state line light up and something came flying
7 towards -- well, now that I saw the map, over
8 Bullhead and over towards Selfridge/Porcupine area
9 and then shoot straight across west.

10 You guys mentioned also about the FL, the
11 flight levels being 45,000 and 5,000. And I
12 explained to the gentlemen, the two people earlier,
13 that these crafts were lower than that. But if you
14 could -- I guess if you guys can explain that, that
15 would kind of clarify. Because the altitude or
16 whatever, the feet that -- the 5,000 feet that --
17 the minimum flight levels, I guess.

DO-1

18 HEARING OFFICER GREGORY: Let me just clarify
19 that. Was that 5,000 or 500?

20 COLONEL ELDRIDGE: 500.

21 HEARING OFFICER GREGORY: 500.

22 COLONEL ELDRIDGE: 500 feet above ground level.

23 You bet. 500 feet.

24 MR. DAVILA: But on your pamphlet it says
25 5,000.

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1 HEARING OFFICER GREGORY: It should be 500.
2 That's why I wanted to clarify that. All right.
3 Thank you.

4 Let's see. Next, I have -- hope I get this
5 right -- Mr. Jesse Taken Alive. Sir.

2053

6 MR. TAKEN ALIVE: I'll sit right here so she
7 can hear me.

8 Welcome to Standing Rock, Air Force officials,
9 government officials. My name is Jesse Taken Alive.
10 I'm a member of the Tribal Government here at
11 Standing Rock.

12 And I need to race through this unfortunately,
13 but I will touch as to why I'm racing through this
14 because we certainly can understand some of the
15 things that you all are saying, but I'm afraid that
16 you won't understand the cultural impacts that I'll
17 be discussing briefly here, and that's -- that's an
18 adhesion process as I understand it.

19 First of all, consultation with the experience
20 we have here on Standing Rock as a Tribal Government
21 Official since 1991 is an exercise sometimes
22 encrypted as fiduciary responsibility. And I'm
23 sensing that tonight, that this is simply an
24 exercise that will be labeled as a fiduciary
25 responsibility because of the time limitations that

NA-1

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2053 (cont'd)

1 are given to us.

2 Secondly, there's no guaranty as I see it that
3 our comments will be implemented since tonight's
4 hearing is not formally scheduled on the schedule
5 that you put up on wall. There's nothing on there
6 that says Fort Yates, North Dakota, with the date.

NA-1

7 Certainly Oceti Sakowin membership in our
8 homelands are not minorities designees. Rather, we
9 do have a legal and constitutional relationship with
10 the United States of America. And that isn't shown
11 in any of the documentation that you present to us
12 tonight.

NA-3

13 I would also like to state that the positive
14 impacts of our ceremonies that you simply allude to,
15 you don't understand the full impacts, especially
16 since the decolonization of American Indians peoples
17 and America has been drastically impacted. You will
18 never understand how important these ceremonies are.
19 Rather, it's a set-up right now because the amount
20 of money and effort that's put into this process and
21 this exer -- what I call an exercise.

NA-4

22 The impacts to our members of Oceti Sakowin and
23 those members and friends such as educators,
24 business interests, et cetera, et cetera, you will
25 never be able to understand because, I say this

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1 respectfully, it's your profession and it's your job
2 and these are our homelands. So you'll never ever,
3 ever, ever understand that.

4 Now, as one member of our Tribal Government, I
5 must oppose this process until language, for one,
6 exists to cease the flights mutually. There's
7 nothing in here that I've heard or that I've skimmed
8 over that we can say we need to cease these flights
9 because we have ceremonies. We have things going on
10 throughout our homelands.

11 The other important issue I have to bring up to
12 you is that cultural sites are inadvertently
13 discovered continuously and we must recover and
14 protect these as significant. And those aren't
15 articulated here. Rather, there's a skimming over
16 Native American issues in the documents that you
17 provided for us.

18 The reason I say these and have to speak in
19 this fashion is because the experimental projects
20 that have been done on our peoples as early as 1990
21 with the hepatitis trial vaccine project that was
22 approved by the Federal Government. The trial
23 vaccine project was approved. The vaccine wasn't.
24 And that's essentially what I'm seeing here. The
25 project is being approved and counted as such.

NA-5

CV-2

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1 Of course, we all hopefully know about the
2 infestation that our people suffered when blankets
3 infested with germs were given to us. And as you
4 articulate that these aren't going to harm anything
5 or anybody, we won't know that until years down the
6 road as we've known that years down the road with
7 these other incidences.

CM-3

8 So I have one question. I want to share as
9 many other issues as I can. We'd like to know how
10 often the Air Force and government or aircraft
11 contracted by the Air Force and government drop
12 fuels, contraband, and/or waste over our homelands
13 of Oceti Sakowin.

NA-6

14 Oceti Sakowin homelands as agreed to by treaty
15 are the entire western half of South Dakota, parts
16 of Wyoming, Montana, and Nebraska. That's our Oceti
17 Sakowin homelands and that's what we like to refer
18 to ourselves as.

19 So as you look at these documents, as we've
20 been given a brief opportunity to look at them,
21 again, please, for the record, this is simply an
22 exercise. And you will call it fiduciary later on,
23 but it's an exercise, a futility on our part, but
24 we're still going to oppose this as a Tribal
25 Government Official because of many, many reasons.

GE-2

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1 It's going to take longer than the prescribed time
2 frames and limitations of this process that you
3 articulated.

4 I need to say this in protection of our
5 children, grandchildren, and those yet born.

6 So I hope I didn't use up my three minutes. Or
7 did I? Your cue cards. But these things have to be
8 said as I've been given an honor and responsibility
9 to represent our people here at Standing Rock.

10 Thank you so much for coming. And again, I
11 hope these are part of the record because we're not
12 formally scheduled on the schedule that you
13 presented to us. I know that can be a trickster in
14 itself. Thank you so much.

15 HEARING OFFICER GREGORY: Well, I don't know
16 about the formal schedule, but I can tell you that
17 it's part of the record because here's the record.
18 (Indicating) And if it weren't a formal hearing, I
19 wouldn't be here.

20 MR. TAKEN ALIVE: Treaties are formal records.
21 They're not followed. That's my point.

22 HEARING OFFICER GREGORY: Well, I can assure
23 you tonight's is a formal hearing.

24 MR. TAKEN ALIVE: You said if there was going
25 to be no debates. I need to respond to your

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1 comment.

2 HEARING OFFICER GREGORY: I just want to
3 clarify, it's a formal hearing.

4 MR. TAKEN ALIVE: In my view it isn't until
5 it's formally put on the schedule, so...

6 HEARING OFFICER GREGORY: All right. And also
7 I wanted to tell you, if we have time after
8 everybody's had a chance, we'll get you more time.

9 MR. TAKEN ALIVE: Sure.

10 MR. IRONSHIELD: Colonel?

11 HEARING OFFICER GREGORY: Sir.

12 MR. IRONSHIELD: I wanted to ask you --

13 THE COURT REPORTER: Wait a minute.

14 HEARING OFFICER GREGORY: She can't get it
15 down. If you want to speak, I'll get you one of
16 those cards. Or if you want to chat with him.

17 MR. IRONSHIELD: Mine's already in there.

18 HEARING OFFICER GREGORY: Okay. Well, maybe
19 I'm getting ready to call it out here.

20 Let's see. The next one I have is Ms. Phyllis
21 Young. Phyllis Young. There you go, ma'am.

22 MS. YOUNG: Thank you. They're all reminding
23 me three minutes. I'm the wrong person to have a
24 microphone and the longest-winded person in Standing
25 Rock.

2054

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1 For the record, my name is Phyllis Young. I am
2 the Hunkpapa and Ottawa Band of the Lakota Nation
3 here on Standing Rock.

4 And I bring for the record the minutes of the
5 Long Soldier Community meeting which was 120 people
6 on September 22nd which opposes the use of the
7 airspace, and also a record of two years ago October
8 of 2008 that opposes the use of airspace.

GE-2

9 One of the experiences early on in 1983 was my
10 son was practicing the religious ritual of the
11 Hanblecheyapi, or the vision quest, on the -- at
12 Sitting Bull Camp when he was "buzzed" by the United
13 States Air Force. And that was only a few years
14 after the Indian Religious Freedom Act was passed by
15 the United States Congress.

NA-4

16 So when you have a young person in your family
17 who is very, very sincere and devout about a right
18 of passage and participating in religious practice,
19 I was very offended, very offended.

20 For the record, I was raised on VA pension. I
21 know about the first World War. My grandfather was
22 in 1918 the first World War. My -- my uncles, my
23 father were heroes at Normandy, 82nd Airborne.
24 That's my history. That's my life. That's all part
25 of my heritage, having been raised by the military

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1 here. So I have a great respect and admiration and
2 love for that history, and to have been raised in a
3 good way until the United States took away our way
4 of life in 1960, in 1958 by flooding the dams, by
5 creating the dams.

6 So we were able to make it and live on that
7 subsistence, have our own gardens, our own
8 independence, and make a life for ourselves after
9 the war.

10 And, you know, the war kind of -- my
11 grandmother always said it makes you witko tko ke.
12 That's kind of like crazy when you have to come back
13 after you've suffered the perils and the experiences
14 like what's happening in Iraq and Afghanistan today
15 and all the social pathologies that are created by
16 it.

17 So I think I lived my own history and I have
18 always supported. And today I continue to support
19 the military in my own way, in my own devout way.
20 But I believe that there has to be a mutual respect,
21 there has to be a mutual understanding, and there
22 has to be a mutual benefit.

23 And so I think the United States has to honor
24 our lives, where we live on our lands and the
25 cultural resources that we have here. We're the

NA-7

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1 heart of this nation. We are still pristine. We
2 are still pure in our blood systems. And, granted,
3 we have been tainted along the way in our survival,
4 but I believe that our community has spoken here.

5 In 19 -- in 2008 there were 57 people in this
6 community that voted against the use of airspace,
7 and again on September 22nd there were 97 people of
8 120 people in this building the other day that voted
9 against this because of the past experiences.

GE-2

10 Our only experiences have been being "buzzed"
11 in our religious practices by the military. And we
12 were very devastated when the helicopter crashed at
13 Bear Butte, but we said that the Great Mystery takes
14 care of us in strange ways.

15 So that is the heart and spirit of my
16 testimony, is that the use of this airspace by the
17 military has interfered with the most sacred right
18 of our people in our religious practice.

NA-4

19 So for the record, I have a Resolution that was
20 adopted by this community in 2008. It was
21 reaffirmed the other evening. And I just want to
22 read, not the entire Resolution, but I'll take a
23 couple of paragraphs here.

24 "WHEREAS, the Standing Rock Sioux Tribe is in
25 the process of developing measures for the

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2054 (cont'd) Page 45

1 protection and use of the human environment and of
2 the resources of such environment for airspace, air
3 quality, water resources, the subsoil, the land, and
4 land uses beyond the limits of natural jurisdiction
5 in order to supplement Tribal resources available
6 for the achievement of the economic and social
7 progress and development of members of the Standing
8 Rock Nation."

9 "WHEREAS, the Standing Rock Sioux Tribe and its
10 membership desire to live in peace and freedom from
11 the dangers of nuclear war, oppose any propaganda
12 and preparations for war, to participate in the
13 economic development of Tribal resources and to
14 preserve a healthy environment for all living
15 things."

16 "WHEREAS, the Standing Rock Tribal Council in
17 1986 and 1987 objected to and opposed the use of
18 airspace over Standing Rock for the purpose of
19 low-level flight training by the United States Air
20 Force due to the interference (buzzing) with the
21 religious practice of hanbleca, or vision quest, at
22 Sitting Bull Camp by traditional Lakota and Dakota
23 men, as guaranteed by the Indian Religious Freedom
24 Act of 1978."

25 So for the record, I submit this Resolution. I

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1 submit the minutes of this community, which is
2 really the voice of our people, and would like to
3 submit that for the record. Thank you.

4 HEARING OFFICER GREGORY: You can either give
5 those to me for the record or one of our reps back
6 there at the table.

7 MS. YOUNG: I will give it to you.

8 HEARING OFFICER GREGORY: All right. Thank
9 you. And all of the written comments again become a
10 part of the record.

11 All right. Next I have Mr. George Ironshield.

12 MR. IRONSHIELD: Sir, can I go last?

13 HEARING OFFICER GREGORY: Okay. Unless the
14 other fellow wants to. Then I don't know.

15 Mr. Cedric Goodhouse, Sr. Mr. Goodhouse. Do
16 you think he's in the building? Oh, good. There we
17 go.

18 MR. GOODHOUSE, SR.: I forgot what I was going 2055
19 to say. Let me see here.

20 From the time of our creation, it talks of, to
21 shorten it up a little bit, it talks of where Eon
22 Spirit went and created mahpiya to, blue sky. But
23 from that, from that time on, there was no -- it was
24 all still in one. But when that happened, there was
25 the spirit went and created mahpiya to. So there

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1 became a blue sky.

2 But that's one of the reasons that is paramount
3 to why we need airspace. It's coming to the time
4 where -- where we -- it's almost in a survival time
5 because of the -- the encroachment on every --
6 every -- every aspect of our being. Not only -- not
7 only us, but also you, you know.

NA-4

8 So it's real important to understand the
9 ceremony of hanbleca, you know, before you can
10 understand what we mean by that.

11 Tahunci Jay who was our Tribal Chairman at one
12 time and we used to talk about these things because
13 there was some real important language that when he
14 talked to treaties, there's a part in our treaty
15 that says, and I think it's Article 2 if I'm -- the
16 Fort Laramie Treaty of 1868 where it says for
17 absolute and undisturbed use and occupation. And it
18 lies -- you're within those boundaries of what
19 you're proposing, you know.

NA-8

20 And that's -- that has been diminished. The
21 interpretation has been diminished over time. And,
22 you know, there's no -- you cannot hide the negative
23 statistics that plague our people. And I look at
24 all of it related to how our spiritual life has
25 been -- has been taken away from us because of

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1 people just do not understand. And I seen how all
2 the people that have come to this part of the world,
3 it's coming full circle now. Now they're wondering
4 how to prevent more people from coming, you know.
5 But, you know, but -- but, you know, the people that
6 have come here and are here now live in this concept
7 of if you're not understood, you're not accepted.
8 But the reason why we're here the way we are here
9 today is because we've accepted so we can better
10 understand, you know.

11 And I want you to, if anything, to take that
12 with you. Because you really need to understand us
13 so you can see where beyond, you know, what you're
14 doing as you are affecting human, human beings. And
15 this is what -- you know, why -- why we have these
16 treaties, why these laws have been passed, you know.

17 In '78 they all said, "Oh, my God," you know,
18 "Let's give these guys their religion back," you
19 know. What do you mean? We're not part of the
20 Constitution? You know.

21 So you have to really understand that, you
22 know. You can't just go through these motions
23 because this is what you're supposed to do according
24 to NEPA, you know. You can't do that because where
25 we are in the survival mode.

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1 Because I see our people, it's like our social
2 fabric is kinda -- kinda becoming unraveled here in
3 these last few generations. So it's real serious
4 when we talk of the need to have our spirituality
5 considered in this, in these things.

NA-4

6 So I just want to say about that much. So
7 thank you.

8 HEARING OFFICER GREGORY: All right. Thanks,
9 sir.

10 Do you still want to go last? Because I've got
11 one more.

12 MR. IRONSHIELD: Am I the last one?

13 HEARING OFFICER GREGORY: I've got one more in
14 front of you now. Okay. Mr. Ironshield. There you
15 go.

16 MR. IRONSHIELD: Colonel, I'm an Air Force
17 reject. I was in Air Traffic Control. I was going
18 to school in Biloxi, Mississippi, Keesler Air Force
19 Base, and I was in weapons. And being a bookworm, I
20 always carried a good book because everybody was
21 standing there smoking their cigars or cigarettes or
22 whatever, shooting the bull, there I'm sitting on my
23 feet reading my books. I always like to read.

2056

24 But anyway, I don't want to talk about all the
25 bad stuff that happened. But I ran into a Sergeant,

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1 a Staff Sergeant there, and he was one of our
2 weapons instructors, and anyway, he got me
3 discharged because I had unclassified material in my
4 class. So they couldn't give me nothing other than
5 an honorable discharge because I was also a student
6 leader, a squad leader, and at that time they had
7 red ropes for squad leaders and yellow ropes for the
8 next guy up, and the white rope was the only one on
9 three squads. But I was training for that white one
10 when I got my -- got in trouble.

11 But not to explain my -- where I'm at with it.
12 It's not what I did. They changed the dates, see,
13 on that. In '61 so I'm in the Vietnam Era, but I
14 never went to Vietnam. But maybe it was good. If I
15 did finish my schooling, maybe I would have been
16 dropping bombs on our guys, you know, because
17 they're whites.

18 So anyway, maybe it was good they kicked me
19 out. But they said I had a schizophrenic because
20 when we're marching in review, I hear these voices
21 in the sky calling my name in Indian. And when I
22 turn and look, I get gigged.

23 But other than that, when I got discharged I
24 went home. My uncle woke me up and said, "Come on.
25 Let's go march." I said, "Ah, you see that paper

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1 hanging on the wall? It says honorable discharge."
2 He said, "You spend one day in the military, you're
3 a soldier," he said. "And our comrades are falling
4 like flies." He said, "We gotta take care of them."

5 And so from that time on we've been marching,
6 learning how to march, learning how to do funerals.
7 And I'm still doing it up to this day. I'm still
8 burying our deceased comrades.

9 In fact, it is surprising, last winter they
10 honored us with, from the National Defense, a little
11 flag, a little pin, hat pin they gave us. So I'm
12 still going there. I'm still going back and doing
13 our prehistoric burials. And somehow -- I've been
14 re-burying our ancestors that have been uncovered by
15 this river that the Army built and I've been taking
16 care of our ancestors. And somehow they gave me the
17 gift to be able to find burials.

18 So I worked with a lot of these wind towers.
19 I've been to cell towers all the way in the Black
20 Hills. I've also fell off a mountain and I got
21 arthritis in both hips. I don't march so good any
22 more, but I got -- also in the small of my back I
23 got arthritis. But I don't take pills, okay?

24 But now the thing I was wanting to talk about,
25 in Pine Ridge, that bombing range that they had

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1 there, there's a lot of bombs that have not been
2 picked up. When are they going to ever clean those,
3 those bombs? When are they going to pick them up?
4 Because they've been asking us to go down because
5 that's also a burial area for our ancestors. So we
6 need to go down there and take care of our
7 ancestors, yet these bombs are there. And I don't
8 feel like getting blown up in this late date, you
9 know.

NA-7

10 And so anyway, that's what I was asking my
11 grandson, if he could make a comment and ask if you
12 guys are going to do anything about that.

13 And I've been to one of these before in
14 Rapid City, and I told them about the chaffing, what
15 that does to the land and the air we breathe and all
16 that kind of stuff that they're going to use real --
17 like back in World War II I think they used it to
18 put snowflakes on their radar screens. And in
19 Korea, there are all those Air Bases are overrun
20 because the airmen didn't even know how to load
21 their M1 cartridge. We had to qualify on the M1
22 cartridge. I shot expert, but they won't let me
23 wear a wreath around my M1 cartridge like they do in
24 the Army. So anyway, that's what I shot at Lackland
25 in Basics. So all I fired was a .22 and a 12-gauge

SA-14

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1 in that time.

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2 But now I work -- I'm 70 years old and I
3 retired five years ago, but the Tribes still haven't
4 found a replacement for me to help with our Tribal
5 Preservation Office. So here I am still out in the
6 field doing that; walk about. And still hurt. I
7 fell down a mountain last year where my grandson was
8 at.

9 But anyway, I don't want to cause any troubles
10 or hurt or anything, but we need to work together.
11 And also in our spiritual life, I'm also a spiritual
12 healer, a ghost healer. And my ancestry comes from
13 bear from Pine Ridge so I use bear medicine pretty
14 successfully, so... And I don't just heal Indians,
15 okay. Even animals.

16 So not to cause any harm or anything, but it's
17 good to see you fellows in your blues. I got
18 discharged in July so we had suntans and short
19 sleeves and everything. We looked like hell, you
20 know. Looked like -- I better not say. But you
21 sure look good in those blues.

22 HEARING OFFICER GREGORY: All right.

23 MR. IRONSHIELD: Thank you, sir.

24 HEARING OFFICER GREGORY: Thank you, sir.

25 Thank you.

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1 I hope I get this right. Ms. Petra Reyna? Is
2 that right?

3 MS. REYNA: Yes. My name is Petra Reyna.

2057

4 Hau Mitakiyapi! I'm a Tribal member here and
5 also a teacher in the high school and a mother. I
6 came because I saw the announcement when I was
7 walking through the store, and walked in and then
8 found out we had three minutes to say something,
9 which to me was, three minutes. And then as I'm
10 reading because I don't know anything about the EIS
11 or whatever, well, where's the Draft EIS? So I go
12 over there and it's that big ole book. Well, I
13 don't have time to read it tonight and then make my
14 comments and let alone make comments in three
15 minutes in reference to that Draft EIS. I mean, I
16 need a couple weeks to look through that Draft EIS.

NP-5

17 I just returned -- I don't like the way this
18 sounds. But I also sit on the committee that is
19 involved with our language revitalization and we
20 just visited the people in -- the Hawaiian people
21 and we had lunch with them, and one of the issues
22 they talked about was the observatories, the bumps
23 that are on their sacred mountain and the
24 disruptions that they believe are occurring to their
25 people.

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1 And we need to start that for our people. We
2 need to start that revitalization and that's what
3 we're trying to do. We're trying to revitalize our
4 language and our culture. And we have enough
5 negativity going on in Indian Country.

NA-7

6 And we just want to be at peace, you know. We
7 just want to be in peace so that we can rebuild our
8 nation; so that we can teach our children to be the
9 Lakotas we are because Lakotas means allies. So
10 we're not that stereotypical fighting Indian that
11 we're depicted in the pictures.

12 Just in listening to the presentation, there
13 were some concerns that I had that, you know, for me
14 were red flags. One being silicon would be released
15 into the air. Well, asbestos -- silicon, yes,
16 occurs in nature, and asbestos when it's in the
17 buildings, it's okay to come into the buildings, but
18 once you disrupt that asbestos and those asbestos
19 particles are released into the air and they get
20 into your lungs, your lungs can't get them out. And
21 it's the same way with silicon.

SA-14

22 Yes, silicon occurs in nature and is found in
23 nature, but once it's disbursed into the air and
24 gets into your lungs, your body can't get rid of it.
25 Your lungs can't get rid of it. There's -- we have

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1 enough health issues.

SA-14

2 The other thing was migration patterns. Yes,
3 they're addressed, but what other birds. You know,
4 eagles are sacred to us. You know, there's just
5 tons of birds that already are having trouble.
6 Their migration patterns have been destroyed. And
7 we just have so much environmental issues going on
8 already.

BT-6

9 You talk about if the buildings are sound
10 enough, they're not going to be affected. Well, in
11 Indian Country we don't have the infrastructure as
12 it is. We don't have quality buildings as it is.
13 So yes, we're going to have houses blown over
14 because they are made of sticks.

SO-18

15 And the last thing was -- thinking about, you
16 know, I was thinking about those Hawaiians and their
17 sacred mountain, that's the same thing with the
18 Black Hills. The Black Hills are sacred to us and
19 they're our site of creation. We came here, no
20 matter what anybody else says, our creation stories
21 tell us that we've been here from time immemorial,
22 and those sacred sites are always -- there's always
23 an issue going on.

CV-2

24 You know, we have to deal with Sturgis and
25 taking my sons through Sturgis so we can climb up

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1 Bear Butte and, gee, there's pictures of half-naked
2 women all over, you know, and trying to talk to my
3 sons about having discipline, and yet we're in our
4 sacred sites and having to deal with that on the eye
5 level.

6 And then the backing formation that's being
7 assessed up north, you know, that's underground.
8 Nobody's addressing those issues, but that's going
9 to affect everything underneath, underneath the
10 earth.

11 When we presented ourselves to the Hawaiians,
12 they asked us to speak in our language and to sing a
13 song because that's what they did for us. And when
14 we sang our song, the song we picked was the "Four
15 Directions." So we still sing to the four winds.
16 We sing to the four directions. And that's what's
17 going to be disturbed up there, up in the air. You
18 know, we sing to the creator and that's going to be
19 disrupted. And we sing to Mother Earth, and she's
20 already under attack everywhere.

21 So those were some of the -- kind of the red --
22 the red flags that raised up for me. And I'm sure
23 there's plenty more because I need a couple weeks to
24 read through the Draft EIS. So thank you.

25 HEARING OFFICER GREGORY: Okay. Thank you,

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1 ma'am. And as I mentioned earlier, this certainly
2 isn't the last time to make comments on this. You
3 can take a look at that draft and if you want to
4 submit written comments, you have until November the
5 15th to put together some written comments and send
6 them to the address that's on that brochure and the
7 comment sheets. So take your time, go through it,
8 and please add to your comments if you'd like to.

9 Next I have Mr. Jeff McLaughlin.

10 MR. MCLAUGHLIN: Good evening. My name is Jeff
11 McLaughlin and I'm from McLaughlin. That's a family
12 history name in history. But I wanted to in the
13 three timing -- the three minutes isn't sufficient
14 time for me to explain that -- I guess listen to
15 these fellow Tribal members, that I guess they are
16 opposed to that, and I'm opposed to that also, the
17 no-fly zone. Because we're dealing with the land
18 and water issues.

2058

GE-2

19 And I work with the elderlies of the Hunkpapa
20 Treaty Council. And most of them are gone now and
21 so I guess, like I say, no -- well, I am saying no,
22 but what are the mitigating factors? Because for
23 example down at the Denver Broncos game last year,
24 they had a fly-over, played the National Anthem, but
25 that 500 feet or less and that's -- we don't want

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1 those jets flying around your house, the tail wind
2 or whatever, the sound is -- that's 10 days out of
3 the year, but...

4 Anyway, there's a lot of reasons, but I wanted
5 to just on this map here, colored map, our treaty
6 boundaries go way into the Powder River country and
7 so now, you know, it's troublesome because
8 there's -- only a handful of us are here and I guess
9 we're being -- what do you say? -- singled out now,
10 but -- because the information that we know, that we
11 learned, is not taught in schools and there should
12 be -- this room should be filled up or we should
13 have it at the Pavilion to talk about this issue.
14 But people are telling me, people that can't afford
15 the gas and get up here and to voice their concern
16 because -- for whatever reason, you know, they
17 have -- maybe they're a veteran with PTSD and that
18 will be -- you know, to see B-52 bombers flying
19 overhead, you know, that's -- that's traumatic right
20 there.

21 And -- but getting back to military, I guess
22 I'm saying no, but the military is going to say yes
23 anyway. What are the mitigating factors. Because
24 this 1889 (sic) Act, that's illegal. And where is
25 the military act now to put -- to move these

NA-8

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1 non-Indians out because there was not three-quarters
2 consent.

NA-8

3 And Article 2, the Bad Man Clause, there's 17
4 articles in that 1868 Treaty, and where is the
5 military act to help protect our rights, our land
6 base, cultural identity.

7 I expect great racism even though my name is
8 McLaughlin from both sides, you know, racism from
9 non-Indians and Indians alike.

10 But anyway, where is the military act to help
11 us in this, to keep our lands for undisturbed use.

NA-7

12 And so anyhow, I think that is pretty much what
13 I wanted to say. Is that two minutes or something?
14 But thank you.

15 HEARING OFFICER GREGORY: All right. Thank
16 you, sir. Is there anybody else who hasn't spoken
17 yet who would like to? Anyone? Okay. We still
18 have some time. So as I mentioned at the beginning,
19 if we've heard from everyone who has signed up to
20 speak and have time left, I'll offer more time.
21 Would anyone who's already spoken like more time?

22 Mr. Taken Alive, would you like another three
23 minutes back on the clock? Give Mr. Taken Alive
24 another three minutes. There you go, sir.

25 MR. TAKEN ALIVE: Thank you very much for that

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1 additional three minutes. It's reminiscent of times
2 when you go to Congress and they give you five
3 minutes.

4 So one thing I'll share with you before I make
5 comments about the -- follow-up comments is that in
6 this part of the woods, as they say in your
7 language, we want to continue to be human beings and
8 not human doings. So that's critical to not be
9 human doings just for the sake of money.

10 There's been mention this evening of treaties.
11 Treaties are still on the books. Just because the
12 United States didn't -- hasn't upheld them doesn't
13 mean they're not on the books. And I think that
14 it's imperative that we continue to articulate
15 those. The United States Supreme Court said that
16 they could be and should be interpreted by said
17 Indians, and so that's what we're doing tonight.

NA-8

18 And the language is so simple. Article 1 of
19 the 1868 Treaty that's been ratified by the United
20 States Congress, the treaty that puts our law of the
21 land. And treaties come from the Constitution of
22 the United States of America which predates of
23 course treaties.

24 Sometimes when we say treaties, a lot of people
25 think that they're dead documents and shouldn't be

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1 re-visited any more, but in our view they aren't.
2 They're alive and well.

3 Article 1 begins by saying, of the 1868 Treaty,
4 "From this day forward all war between the parties
5 to this agreement shall forever cease. The
6 government of the United States desires peace, and
7 its honor is hereby pledged to keep it. The Indians
8 desire peace, and they pledge their honor to
9 maintain it.

10 If bad men among the whites, or among other
11 people subject to the authority of the United
12 States, shall commit any wrong upon the person or
13 property of the Indians, the United States will,
14 upon proof made to the agent, and forwarded to the
15 Commissioner of Indian Affairs at Washington city,
16 proceed at once to cause the offender to be arrested
17 and punished according to the laws of the United
18 States, and also reimburse the injured person for
19 the loss sustained."

20 And we know as we look back in history there's
21 been a lot of wrongdoings to Native Americans. Just
22 look at our health situation, Indian Health Service,
23 et cetera.

24 Article 2 as was alluded to earlier describes
25 the Great Sioux Nation, Oceti Sakowin. As I said

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1 earlier, it's the entire western half of
2 South Dakota, going west starting from the east bank
3 of the Missouri River up into North Dakota, Wyoming,
4 Montana, and Nebraska. And once it's described
5 formally in Article 2, it goes on to say, "set apart
6 for the absolute and undisturbed use and occupation
7 of the Indians herein named, and for such other
8 friendly Tribes or individual Indians as from time
9 to time they may be willing, with the consent of the
10 United States, to admit amongst them..."

11 So this is what absolute and undisturbed use.
12 I think, if anything, that should show up in our
13 record that we're sharing with you tonight.

14 I know you shake your head, but you don't
15 understand. But I thank you for acknowledging
16 hearing me read this. And that's a huge concern I
17 have with my friends here that come to the
18 reservation. You don't understand this. But I
19 continue to welcome you to our reservation.

20 So again, for the listeners out at KLND, this
21 is very serious. We're talking about rights over
22 our homelands, over Standing Rock, on the western
23 half of South Dakota, and the potential for
24 continued interruption and disturbance by the United
25 States of America from the Air Force. And again,

NA-8

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1 I'm saying this because the treaty says that these
2 lands are for our absolute and undisturbed use.

NA-8

3 So thank you so much again for coming. I need
4 to continue to defend our people and our rights, and
5 there are many. So we'll look forward to working
6 with you and we'll look forward to seeing this plan,
7 I believe it's option 4, where we oppose it tonight.
8 Thank you.

9 HEARING OFFICER GREGORY: Thank you. And, sir,
10 if you want to make again any of that as part of the
11 written record, all you have to do is just leave it
12 here or leave it with one of the representatives in
13 the back.

14 MR. TAKEN ALIVE: You can probably get a copy
15 of this in the United States Congress.

16 HEARING OFFICER GREGORY: I know we can, but I
17 saw you had a lot of documents.

18 MR. TAKEN ALIVE: These are your documents.
19 The treaty-making process is one of the United
20 States of America, and it's the same as -- these are
21 just copies. I'll give you a copy nevertheless,
22 sir. It will be the same as what you got back in
23 D.C. Thanks.

24 HEARING OFFICER GREGORY: Okay. I just wanted
25 to give you a chance to do that. So I'll take that

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1 as a written addition.

2 Anybody else? Yes, ma'am.

2054 (part II)

3 MS. YOUNG: I would like to read this. This is
4 Phyllis Young. For the record, I would just like to
5 read the Resolution.

6 "WHEREAS, the Standing Rock Nation has a
7 relationship with the United States of America that
8 has a legal status far beyond and above any
9 relationship with any entity, state, or corporation
10 and for this reason, Standing Rock has prior and
11 paramount rights to the airspace above the lands of
12 Standing Rock, including the airspace in infinity;
13 and the primary status of those rights stems from
14 the 1868 Treaty of Fort Laramie, the legal principle
15 which provides protection relative to the sacred
16 asset: airspace."

17 "WHEREAS, the United States of America has the
18 responsibility of adopting measures prohibiting the
19 pollution and damage to the social progress and
20 general welfare of the members of the Standing Rock
21 Nation and this responsibility cannot be delegated,
22 denigrated or abrogated."

23 "WHEREAS, the Fifth Amendment of the United
24 States Constitution provides for 'just compensation'
25 to property owners for any losses and this right

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1 includes members of the Standing Rock Sioux Tribe as
2 determined by the treaties and continuing rights
3 derived from the treaties."

4 "WHEREAS, the Standing Rock Sioux Tribe is
5 fully recognized by the United States of America
6 pursuant to the Treaties of 1851 and April 29, 1868
7 at Fort Laramie and it is elemental that the rights
8 to the use of airspace reserved by the Standing Rock
9 Sioux Tribe arise not from a grant by the United
10 States to the Tribe but, rather, the Tribe reserved
11 those rights to the use of airspace when the Treaty
12 was signed with the United States."

GE-7

13 "WHEREAS, damages to the people of the Standing
14 Rock Nation have not been determined, which includes
15 damages to cultural resources, resulting from
16 'buzzing' or interfering with religious practices as
17 well as overall social cost damages resulting from
18 electromagnetic fields created by flight paths; and
19 impacts on all living beings; and it is the wishes
20 of the people of Standing Rock Nation that these
21 damages be estimated, mitigated and compensated
22 immediately."

23 "NOW THEREFORE BE IT RESOLVED, that the
24 Standing Rock Sioux Tribe oppose the use of its
25 airspace for any purpose until the United States Air

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1 Force submits a Plan for not polluting the Air (by
2 electromagnetic fields or otherwise) and negotiate a
3 dollar amount, depending on the scale of the
4 project, which would allow the Tribe to make an
5 independent assessment on Tribal Air Quality and
6 Interference on Religious Practices, including
7 'hanbleca.'"

8 "BE IT FURTHER RESOLVED, that the Standing Rock
9 Sioux Tribe negotiate a fee for the use of airspace
10 that might pollute the air (by electromagnetic
11 fields or other pollutants) so that the Tribe can
12 evaluate independently an assessment from how much
13 pollution results from the use of the airspace."

14 "BE IT FURTHER RESOLVED, that the Standing Rock
15 Sioux Tribe demand that the United States of America
16 administer the rights derived from the Fort Laramie
17 Treaty of April 29, 1868, by the establishment of a
18 Commission that will address provisions necessary
19 for rendering effective standards and regulations
20 applicable to the use and withdrawal of airspace;
21 2) Provide compensation for use, damages, be they
22 social or economic in nature, including restitution
23 and reparations, caused as a result of aggression
24 and of illegal occupation of boundaries claimed by
25 Lakota/Dakota people; 3) Achieve total disarmament

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1 and utilize resources to be used only for the
2 economic and social progress and general welfare of
3 the members of Standing Rock Nation." For example,
4 wind power development. "4) Adoption of measures
5 prohibiting the tests of space weapons, the
6 development, production and buildup of space weapons
7 for the preparation of war, and the pollution and
8 damage to the members, the land, water and air of
9 the Standing Rock Sioux Tribe."

10 I wanted to read that for the record. I also
11 would like to touch on the cultural interpretations
12 of what the greater society refers to as Mother
13 Nature. Things are happening all around us in this
14 universe and it's incumbent upon we as the keepers
15 of this earth to try to help heal Mother Earth
16 because she is trying to heal herself by the floods.

17 In our culture, we have our greatest powers
18 that we believe in and the Great Spirit we refer to
19 are the winds, the rain, the clouds. In our
20 language, those are all the greatest beings of the
21 universe. And no one, no human, no living thing,
22 can overcome the natural world.

23 And so the wind as we speak in this case
24 specifically is the mischievous one of those powers
25 and she always wants to play. And so as a playmate,

NA-7

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1 she is mischievous. So if you interpret that, you
2 will see what powers she has when she plays. And in
3 your world, you refer to it as a tornado or
4 hurricane or something negative. And when that
5 happens to us, when she comes here, we offer her
6 tobacco. We welcome them when they come. When it
7 rains, when it snows, when it hails, it's a
8 purification process.

9 So we have a totally different interpretation
10 of the atmosphere of the universe and our belief
11 systems are very, very different. Well, where a
12 rainy day for you is a negative, it's a beautiful
13 day for us.

14 So as the earth is being purified, we ask that
15 you not interfere any more. We feel that our nation
16 has given greatly to the national interest. We have
17 given our land, our water, our resources. Maybe not
18 in the mutual benefit, but we have given in the
19 national interest. And we ask that you respect us
20 and a mutual understanding that we are pleading with
21 you to grant our wishes that there be no more
22 interference in our lifestyle in our own homeland.
23 Thank you.

24 HEARING OFFICER GREGORY: All right. Thank
25 you, ma'am. Anyone else?

NA-7

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1 Well, I'll tell you, if you change your mind,
2 all you have to do is let me know. But since we've
3 got a little bit of time left and we've still got
4 all the representatives here, at this time I'll go
5 ahead and thank you for coming out tonight and
6 inviting us here and showing your interest in this
7 Powder River proposal.

8 As I've mentioned several times, I'll mention
9 once again, tonight's not the end of your
10 opportunity to participate in this process. Again,
11 written comment sheets are available at the
12 registration table. You can turn these sheets in
13 tonight or mail or fax them later. The mailing
14 address is printed on the brochure and the comment
15 sheets.

16 The Air Force welcomes public comments in
17 writing at any time during the Environmental Impact
18 Analysis Process, but again, to receive timely
19 consideration for the Final EIS, please have your
20 comments submitted by November the 15th, 2010.

21 If you'd like your own copy of the Final EIS,
22 please tell one of the representatives at the
23 registration table or send a letter with a postcard
24 asking for your own copy and the Air Force will send
25 copies of the Final EIS to you.

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1 There being no more speakers at this time and
2 it's still before 8 o'clock, I'll go ahead and
3 recess the hearing. The Air Force reps and FAA reps
4 will be available back by the displays. You can
5 speak with them about anything you'd like to. And
6 if you change your mind about making a public
7 comment, all you have to do is come up here and let
8 me know and I'll turn the tapes back on at any time
9 before 8 o'clock which is about, oh, 20 plus minutes
10 from now.

11 So at this time I'm going to go ahead and
12 recess the hearing.

13 (Hearing in recess at 7:40 p.m.)

14 HEARING OFFICER GREGORY: Well, we're back in
15 session. There being no more speakers and it's
16 8:00 p.m., this hearing is now adjourned.

17 (The Powder River Training Complex Public
18 Hearing adjourned at 8:00 p.m.)

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1 STATE OF SOUTH DAKOTA)
) SS. CERTIFICATE
 2 COUNTY OF MEADE)

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the forgoing Pages 1
6 through 71 are a true and correct transcription of my
7 stenographic notes.

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

17 Registered Merit Reporter

18 My Commission Expires: 4-29-2016

19

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1 earlier, this formal part isn't a Q and A session.
2 It's an opportunity for you to put your views and
3 your concerns about the proposal that you want the
4 decision-makers to consider. Questions that you
5 pose during your comments will become part of the
6 record and will be considered. And of course after
7 we're done, as I mentioned earlier, when we're done
8 with the formal part of this, the FAA and the Air
9 Force reps will continue to be available outside by
10 all those boards to continue discussions with you.

11 And with that, I'll move to the first speaker
12 that I have on these cards up here. I'm going to
13 move this thing out so it's more convenient for you
14 and move the mike out. Careful not to unplug it.
15 There we go.

16 All right. I'll just deal off the top here.
17 Let's see. Mr. Bob Simmers of the Bismarck Aero
18 Center. Sir. All set.

2059

19 MR. SIMMERS: Colonel, Major, Ms. DeVine. I'm
20 Bob Simmers, that's S-I-M-M-E-R-S, and I'm the
21 co-owner and operator of the Bismarck Aero Center at
22 Bismarck Airport.

23 Our FTO services a majority or a lot of the
24 airplanes in the area and our basic service is
25 ground support. One of my concerns with losing any

750-10

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1 kind of airspace is, about 30 percent of our fuel
2 sales at this airport comes from transient traffic;
3 somewhere in excess of 3 million gallons a year.
4 If we lose 30 percent of that, it's devastating to
5 our business.

SO-10

6 And I might add that, you know, this -- this
7 has been labeled an Environmental Impact Statement,
8 but it doesn't say much about an economic impact.

SO-22

9 And most of this stuff I'm going to talk about is an
10 economic impact to us because we all survive on the
11 money that's generated here.

12 The aviation community is a small community and
13 it's a tightknit community and, you know, we're --
14 it's tough to make a profit in this business, and so
15 it's important that we explore all avenues to
16 generate as much revenue as we can. So that's one
17 of the services that we provide.

18 The next service that we provide is, we've been
19 involved with the transportation of medical teams
20 from the Bismarck area to satellite communities like
21 Hettinger, Bowman, and other areas of the state.
22 But in this specific case of the Powder River MOA,
23 this is a concern to us. The concern stems from the
24 fact that there are probably in excess of 80 medical
25 flights a month that depart the Bismarck Airport and

SO-5

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1 go to these satellite communities. That's, you
2 know, in excess of three a day on the average.

3 They go into these areas. They fly IFR in
4 there. And these teams, a lot of these teams have
5 the potential to make between twelve and \$1500 an
6 hour. That's what they're worth. And they go out
7 there. They fly because they can't afford to drive
8 these teams out there and have them behind the
9 windshield for that amount of time so they fly them
10 out.

SO-5

11 Under this proposal, it limits, you know, not
12 only the access to these communities and the
13 services that they provide to these communities, but
14 a bigger deterrent probably is the fact that they
15 get there, they do their job, and when it's time to
16 come home, all of a sudden the MOA became hot and
17 now they're grounded because the weather has gone
18 down or they choose not to fly in VFR conditions.
19 So it's a, you know, it's a bad deal for them.

AM-12

20 You address the life-guard flights, and we
21 understand the -- you know, their -- you know, that
22 you're going to give them priority in this
23 situation, so... The dispute I have on the findings
24 on the life-guard flight is the 496-page document,
25 or whatever it is, the section in there that says

SA-18

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1 that most of those life-guard flights are below
2 10,000 feet. Well, today I'm here to tell you that
3 most of the life-guard flights fly above 10,000 feet
4 because they're all taking pressurized capsules and
5 they're making longer trips and they're using higher
6 performance airplanes and they're flying at higher
7 altitudes for whatever reason: patient comfort,
8 weather, you know, any of the environmental issues
9 that they may -- that they may be faced with, why,
10 the pressurized aircraft is the way to go.

SA-18

11 Another industry that's booming in our area is
12 the oil industry, and we see just a tremendous
13 amount of traffic that comes in from the south and
14 flies into these areas. If they get -- if -- with
15 this development, if this is -- becomes a deterrent
16 to them, why, you know, they're not gonna -- they're
17 going to find other ways of getting their work done.
18 The aviation community is going to lose out.

SO-17

19 Charter is restricted to flying in controlled
20 airspace, into areas where they have weather. And
21 now -- you know, it used to not be such an issue,
22 but the more advanced we get with everything, the
23 more accessible all these small communities are to
24 charter aircraft. And so, again, putting up --
25 taking the airspace away from the general public is

SO-5

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1 going to put them in a bind getting in and out of
2 there and being able to do the job that they've been
3 asked to do.

50-5

4 One other thing that I'm involved with, I might
5 say -- might mention that I'm a pilot with over
6 15,000 hours. I've been flying for almost 50 years.
7 I spent a lot of time with aerial application. And
8 again, this was addressed briefly in this document,
9 but the environmental impact of this has not been
10 researched at all. And, you know, it's -- aerial
11 application is -- and the application of pesticides
12 is extremely critical and time sensitive, and any
13 delay whatsoever causes great economic hardship to
14 the agricultural community.

50-2

15 And while I was researching some of that stuff,
16 one of the things I found -- obviously I didn't get
17 to read the whole document word-for-word, but on one
18 of the documents that I found they were talking
19 about agricultural, it was data for the counties
20 that were involved there, and the figures are so out
21 of place on this sheet of paper and, for whatever
22 reason, somebody -- it's obvious that somebody
23 didn't proof this because, for instance, they say
24 that Montana has 61,000 acres -- 61 million acres
25 underneath this -- underneath the proposed MOA.

50-30

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1 North Dakota has 626,000 acres under this -- on this
2 sheet of paper that came right out of -- it's
3 actually Page 153 in your -- in the document. But
4 still one of the counties in North Dakota has over a
5 million acres. Well, it doesn't add up. And if
6 this is representative of the rest of the document,
7 you know, there needs to be a lot of work done on
8 it.

SO-30

9 One of the other things that I printed out was
10 a copy of the -- of the low-level -- or of the air
11 traffic that had been -- that had been mapped
12 through the area. And this one has -- talks about
13 map traffic below 4,000 feet. Well, we all know
14 that out in that area there is no radar that's
15 capable of tracking anybody below -- most -- you
16 know, between five and 8,000 feet. So I take issue
17 with the -- with the information that's provided in
18 this thing.

SA-1

19 I'm also a technically advanced aviation -- or
20 advanced aviation instructor for the new avionics
21 that are -- that are placed out here. And Victor
22 Airways, they talk about Victor Airways and making
23 the corridors, but the intent of the FAA, along with
24 NASA, is to create a system in aviation that's
25 point-to-point aviation; where Victor Airways are

AM-16

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1 going to be a thing of the past. We won't be flying
2 Victor Airways. In fact, very seldom do we fly
3 Victor Airways today. So I find that information,
4 you know, totally outdated. With the new aviation
5 stuff, why, it's -- it's -- we're -- you know,
6 everything's point-to-point and it's all done with a
7 computer inside the airplane.

AM-16

8 So anyway, those are a few of the comments I
9 have. And thank you for your time, and thanks for
10 coming to at least greet us.

11 HEARING OFFICER GREGORY: All right. Next I
12 have Mr. Darrel Pittman from -- I think it's NDAC,
13 EAA, NDPA, and CAP. And I'll let you tell us what
14 all that is. Folks may want to know.

15 AN AUDIENCE MEMBER: Does that count toward his
16 three minutes?

17 HEARING OFFICER GREGORY: We probably shouldn't
18 count all that as part of his three minutes.

19 MR. PITTMAN: Thank you, Colonel. All those
20 little letters mean all the groups that I belong to,
21 so...

2060

22 With that, I'd like to preface just a little
23 bit, I am a veteran and I'm certainly not opposed to
24 the military getting their training done. Been
25 there, done that. But I'm also a retired Air

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1 Traffic Controller and I've worked Powder River
2 airspace.

3 It's -- it's a concern to me, it's always been
4 a concern to me, when airspace is scheduled for
5 usage. It's never done real-time. It has never
6 been done. It's still not being done.

AM-12

7 So my question is to the Air Force, what
8 privileges are being provided to make the airspace
9 usage for real-time uses for their needs. If you
10 can call the Flight Service Station now when you're
11 ready to take off and you ask them, "Hey, is Powder
12 River hot?" the answer is probably yes. But you get
13 up in the air and you talk to air traffic
14 controllers and they'll say, "Well, we didn't want
15 to go through there because it's not in use -- it's
16 in use." And they're saying, "Well, no. There's no
17 airplanes in there. It's not in use."

18 So we need to have some real-time scheduling
19 for this for real-time usage so that the pilots can
20 be aware of what's being used. I think it's
21 extremely important.

AM-12

22 I mediated a session between the FAA and the
23 Air Force a number of years ago, I won't say how
24 many, between -- about just this thing, about usage
25 of airspace, and that same topic came up and it

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1 never did get cured. We still have the same problem
2 today.

3 You can call Flight Service and it will say
4 it's in use. Yeah, it's scheduled in use, but is it
5 really being used? That's the key.

AM-12

6 The other thing I have a little concern about
7 is the proximity of the airspace to major terminals.
8 Bismarck -- well, I live here and I fly out of here
9 and it is a concern to me that, you know, there's
10 only 30, 35 miles of space before a flight can get
11 started down to land in Bismarck. As an old air
12 traffic controller -- I thought I'd freshen up,
13 Fred, so... Anyway, you know, 35 mile, you can't
14 get an airline down in 35 miles, in order to safely
15 get him down and get him on the ground so that he
16 can keep his passengers comfortable and everything,
17 so...

AM-5

18 And I spell my last name Pittman,
19 P-I-T-T-M-A-N.

20 HEARING OFFICER GREGORY: All right. Thanks,
21 sir.

22 MR. PITTMAN: Thank you.

23 HEARING OFFICER GREGORY: Next I have Mr. Bob
24 Miller, North Dakota Aero Comm.

25 MR. MILLER: Colonel, I'd like to defer for a

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1 little bit. You have a representative from the
2 Governor's office here this evening.

3 HEARING OFFICER GREGORY: I do. Where is she?

4 MR. MILLER: Do you know what the Governor
5 would like to see here?

6 HEARING OFFICER GREGORY: I don't think she's
7 going to -- she's not signed up.

8 MS. TRAVNICEK: I'm not signed up at this time.
9 We're here to kind of get everybody's input.

10 MR. MILLER: I'm going to pass for now.

11 HEARING OFFICER GREGORY: All right. Well, let
12 me know if you change your mind.

13 Mr. Phil Mastrangelo. And they even did it
14 phonetically for me. I'm sorry.

15 MR. MASTRANGELO: Not a problem. Thank you.

16 HEARING OFFICER GREGORY: There you go.

17 MR. MASTRANGELO: I'm Phil Mastrangelo,
18 M-A-S-T-R-A-N-G-E-L-O, and I'm the State Director of
19 the U.S. Department of Agriculture's Wildlife
20 Services Program and my office is located here in
21 Bismarck.

22 Wildlife Services assists a number of entities
23 with the mitigation of wildlife conflicts, and one
24 of our larger programs in North Dakota is addressing
25 coyote predations to livestock. And we use a

2061

50-15

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1 multiple of tools to address these problems,
2 including the use of a Hyper Super Club Cub which is
3 an aircraft that we typically fly beginning at
4 sunrise to mid-morning to early afternoon Mondays
5 through Fridays.

SO-15

6 The concerns that I have with the proposed
7 expansion of the training flights are unexpected
8 encounters between military aircraft and our slow,
9 low-flying Hyper Super Club Cub. These encounters
10 could be direct encounters or indirect encounters
11 with the vortices generated by these fast-flying
12 military aircraft.

SA-7

13 I certainly recognize the need for military
14 training and support that. However, training should
15 not create unsafe flying conditions for non-military
16 aircraft.

17 Thank you for allowing me to provide comments.

18 HEARING OFFICER GREGORY: Sure. Mr. Fred
19 Adams.

20 MR. ADAMS: Thank you. That is spelled
21 A-D-A-M-S.

2062

22 I'm Fred Adams, Chief Pilot/Travel Supervisor
23 for Basin Electric Power Cooperative. Basin
24 Electric is a regional wholesale electric generation
25 and transmission cooperative serving more than 120

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1 members, 2.6 million consumers, 9 states, and we
2 cover more than 430,000 square miles based here in
3 Bismarck.

4 Basin Electric is strongly against any increase
5 in the size of the existing Powder River MOA or
6 ATCAA. Basin Electric recommends the No-Action
7 Alternative. Basin Electric believes the No-Action
8 Alternative is the most responsible choice for the
9 following reasons:

GE-2

10 Adverse Financial Impact: Basin Electric is
11 constructing a \$1.4 billion electric generation
12 plant 6 miles northeast of Gillette, Wyoming.
13 Construction will be completed in 2011 and
14 operations are planned for a minimum of 50 years.

15 The facility requires air transportation of
16 employees and consultants from our headquarters in
17 Bismarck to the Gillette Airport several times each
18 week.

19 Currently, the Powder River MOA and ATCAA
20 already have a negative impact on our flight
21 operations, and the proposed enlargement to the PRTC
22 will have even a more negative impact.

23 Over the last three years, Basin Electric has
24 flown 1,791 flights into part of the proposed Powder
25 River Training Complex. Over the last three years,

2062 (cont'd) Page 45

1 we've flown 316 trips annually between Bismarck and
2 Gillette alone, and our direct operating cost this
3 year is \$442,242.

4 If Basin Electric has to avoid the complete
5 PRTC, that annual expense would go up to \$596,292.
6 Additional costs to avoid the airspace is \$154,050
7 annually, or about \$490 per flight hour.

8 If I use the average additional expense for the
9 other 281 flights that Basin Electric goes through
10 all or part of the proposed PRTC, it would have an
11 additional negative cost of \$136,988, giving a total
12 adverse operating expense of \$291,038. This does
13 not include employees' loss of production time or
14 salaries.

15 Five safety factors I also think are in play
16 here: The 30 miles from PR-4 to Bismarck is
17 inadequate. You look at most factory descent
18 profiles require between 33 and 43 miles to get down
19 from 17,000 feet into Bismarck. If the high MOA is
20 active, it's hard to comply with those. And if any
21 of the ATCAAs are in affect, the problem gets worse
22 and safe operations are compromised. A 60 nautical
23 mile radius for IFR airports to the edge of the PRTC
24 would then allow normal and safe operations.

25 2) There needs to be communication coverage for

SO-7

AM-5

AM-3

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1 all aircraft in the PRTC at all altitudes to
2 control, deconflict, and cover other non-standard
3 ops.

4 There needs to be ATC radar coverage for all
5 aircraft inside the PRTC within the low and high MOA
6 for FAA to control and monitor all aircraft.

7 4) The FAA center boundaries need to be
8 modified so one center controls the whole operation.
9 Right now, there's three centers and they can't deal
10 with it in real-time with the standard airplanes.
11 There's no way they can do it with high-altitude
12 fast-movers.

13 And last, real-time data on the status of the
14 PRTC needs to be available for everyone to see. No
15 change should be allowed within 36 hours except for
16 cancellations.

17 Basin Electric again is strongly against the
18 proposed PRTC complex and recommends the No-Action
19 Alternative. Thank you for your time.

20 HEARING OFFICER GREGORY: And, sir, I noticed
21 you had kind of a bullet paper there. Again, if
22 you'd like to submit that as a written comment to
23 supplement --

24 MR. ADAMS: Oh, I already sent three pages in
25 and I'll have another one there.

AM-3

AM-1

GE-2

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1 HEARING OFFICER GREGORY: All right. I just
2 want to make sure you got them in.

3 MR. ADAMS: Which adds in to the '08 comments.

4 HEARING OFFICER GREGORY: All right. Gary
5 Larson. Mr. Gary Larson.

6 MR. LARSON: Thank you. L-A-R-S-O-N.

2063

7 My comments on this is, I do low-level work.
8 I'm with Phil Mastrangelo with USDA Wildlife
9 Services. And all our flying is normally around the
10 100-foot level and we will climb to two to 300 feet.
11 Cross-country we will be 500 feet and above. We do
12 a lot of our work in the southwest part of the
13 state.

14 And my concerns are with the vortices with the
15 aircraft that we will encounter. Somewhere along
16 the line, it's going to happen. And my problem is
17 that I'm low and slow. So I'm dirty. I've got my
18 flaps on flying low. And with the vortices, whether
19 I'm going to have an effect with that, time to
20 recover in the time frame needed at that altitude,
21 which probably isn't going to happen off these
22 bigger aircraft.

23 Another thing was the flight schedules. Their
24 flights are early morning, late evenings, exactly
25 the same as mine. All I do is early morning flights

SA-7

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1 and late evening flights. So we're gonna cross
2 paths and that's going to be a concern.

SA-7

3 Our number one goal is safety, both with the
4 military and ourselves, but we gotta try to find a
5 good correlation between each other somehow or
6 another to make things work.

7 We fly with our windows open, so I have a
8 concern with the debris from the flares and the
9 chaff, whether our intake as individuals, if we have
10 a concern with any of this. Because we're gonna --
11 like I say, somewhere along the line we're gonna be
12 breathing this stuff. It's just a matter of when.

SA-14

13 You're talking about charting and avoiding
14 objects that are put up at 200 feet or above. Well,
15 we will be a movable 200-foot object constantly, and
16 how are we going to charter and control the
17 avoidance between the two of us?

SA-1

18 Normally what's going to happen is that if
19 other aircraft come into the area where we're
20 working, we will have to leave the area if the
21 aircraft is going to be there for any length of
22 time. Our policy will not let us stay there and do
23 our work. So I'm afraid we're going to -- a lot of
24 our cooperators are going to lose out on our
25 workload for them with the situation that's before

SO-5

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1 us.

SD-5

2 And the communications for us, to be able to
3 contact anybody at that level, whether it's Flight
4 Service or anybody else, it isn't gonna happen at
5 the levels that we work. It's -- I don't know how
6 it's gonna work. But we are -- we are going to be
7 on the back burner on that.

AM-3

8 And I think that's about it. Thanks for the
9 opportunity.

10 HEARING OFFICER GREGORY: All right. Thanks,
11 sir.

12 Next I have Mr. Ron Rebenitsch. I hope I've
13 got that just about right.

14 MR. REBENITSCH: Here's my card.

2064

15 HEARING OFFICER GREGORY: Oh, great. Thanks.

16 MR. REBENITSCH: My name is Ron Rebenistch.
17 I'm the manager of Alternative Technologies for Basin
18 Electric, and I'm in charge of the wind projects
19 that we develop in -- both the development
20 internally or by the output from.

21 The area proposed for this federal action
22 contains large areas of world-class wind resource.
23 We're concerned about the potential for this federal
24 action to affect potential development of wind
25 energy projects.

SD-17

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1 I was somewhat comforted by the statement that
2 we still will be allowed to build wind projects on
3 private land. However, what we're asking for is a
4 firm declaration in the EIS, in the Final EIS, to
5 include a firm commitment that the federal action
6 will not result in limitations or constraints on the
7 development of wind energy projects.

8 We ask that this commitment come not just from
9 the military but as well from the Federal Aviation
10 Administration which is a cooperating agency for
11 this Environmental Impact Statement.

12 As I said, I was pleased to hear that the
13 action doesn't affect private property, but it would
14 still have the potential to constrain development of
15 a wind project in instances where other federal
16 agencies that are unrelated to this action here do
17 have a federal nexus to a wind project.

18 Without a definitive statement now that those
19 agencies don't have to consider this action, it
20 could leave them with unclear direction and that
21 could delay or actually constrain a wind project.
22 Thank you.

23 HEARING OFFICER GREGORY: Thanks. All right.
24 Mr. Miller, do you want to defer some more?

25 What I'm going to do is take a recess, and then

NP-6

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1 if you change your mind, we're going to be up here
2 until 8 o'clock, all you have to do is let us know.

3 MR. MILLER: Okay.

4 HEARING OFFICER GREGORY: Okay. So we've heard
5 from everyone who's signed up to speak. We still
6 have some time left.

7 Is there anyone who's already spoken who would
8 like to add to your remarks? If you do, just let me
9 know. Anyone? Okay. Well, if you change your
10 mind, all you have to do tell me so.

11 As I mentioned earlier, the Air Force and FAA
12 reps will continue to be available out by those
13 display boards to discuss things with you.

14 I thank you for your time and interest in
15 coming out tonight to discuss this Powder River
16 Training Complex EIS proposal. And as I mentioned
17 several times, tonight is certainly not the end of
18 your opportunity to participate in the process.
19 Written comment sheets are available at the
20 registration table. You can turn your sheets in
21 tonight or mail or fax them later. The mailing
22 address is on the brochure and comment sheet.

23 The Air Force welcomes public comments in
24 writing at any time during the Environmental Impact
25 Analysis Process, but again, to foot stomp this for

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1 you, to receive timely consideration for the final
2 EIS your comments must be submitted by November the
3 15th of 2010.

4 If you'd like your own copy of the Final EIS,
5 please tell one of the representatives at the
6 registration table or send a letter or postcard
7 asking for your own copy and the Air Force will send
8 copies of the Final EIS to you.

9 Since it's well before 8:00 p.m., what I'm
10 going to do, as I mentioned to Mr. Miller, I'm going
11 to recess the hearing. You're welcome to continue
12 discussions with the representatives. And if
13 anybody changes their mind and wants to make a
14 comment, Ms. Fink and I will be up here. All you
15 have to do is let us know. I'll reopen the hearing
16 and you can make your comment.

17 So with that, the hearing's in recess.

18 (The hearing recessed at 7:10 p.m.)

19 HEARING OFFICER GREGORY: I'll call the hearing
20 back to order at about 7:15. A gentleman in the
21 audience mentioned that his name had not been
22 called. I stated that I didn't have any more cards,
23 but if he'd like to make a statement, he's certainly
24 welcome. He declined to do so and did not provide
25 his name, and to my knowledge we still don't have a

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1 card for him.

2 But at any rate, we remain here ready for
3 anyone to make comments who hasn't done so before or
4 to add to comments they've already made as I already
5 announced. And if he changes his mind, I'm sure
6 he'll let us know.

7 With that, I'll go back into recess.

8 (Hearing recessed at 7:16 p.m.)

9 HEARING OFFICER GREGORY: The hearing is back
10 in session. It is 8:00 p.m. We have had no
11 requests for any more speakers, so this hearing is
12 adjourned.

13 (The Powder River Training Complex Hearing
14 adjourned at 8:00 p.m.)
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1 STATE OF SOUTH DAKOTA)
) SS. CERTIFICATE
2 COUNTY OF MEADE)

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the forgoing Pages 1
6 through 53 are a true and correct transcription of my
7 stenographic notes.

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

Teresa L. Fink, RMR
Registered Merit Reporter

17
18 My Commission Expires: 4-29-2016

19

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1 MR. CAPRA: All I want to say is that we've
2 been happy -- I live out in the middle of this area.
3 We've been practicing over for at least 20 years and
4 we've had -- haven't had any problems with it. In
5 fact, we kind of enjoy watching planes. And I can't
6 see anything, any reason why we shouldn't have this,
7 mainly because they have to practice somewhere and
8 they're there to protect us.

GE-1

PN-1

9 And, you know, we expect these young people to
10 go over there and serve with their life, and I don't
11 think that it would be asking too much for us to
12 agree with doing what they want to do. I know
13 there's probably some problems, but I think they can
14 be ironed out. Thank you.

GE-1

15 HEARING OFFICER GREGORY: Thanks, sir.
16 Ms. Schlosser?

17 MR. SCHLOSSER: No, not yet.

18 HEARING OFFICER GREGORY: Not ready yet? Okay.
19 Is there a Danny Lannine?

20 MR. LANNINE: Lan-nin.

21 HEARING OFFICER GREGORY: Lan-nin? Sorry about
22 that.

2066

23 MR. LANNINE: Well, we've also lived under the
24 MOA for the last 40 years and we've had considerable
25 problems with the Air Force and it goes back to the

NP-7

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1 compliance. They set the rules and the regulations
2 and then don't follow them.

NP-7

3 For a good example, when they talk about
4 elevation at 500 feet, or thereabouts, or 1500 feet,
5 it doesn't make any difference. If they want to fly
6 at 200 feet, they fly at 200 feet right through your
7 yard, through your corrals, whatever the case may
8 be.

AM-14

9 And there's several flaws in this EIS. For one
10 thing, they don't mention the airplanes that are
11 involved. Almost every ranch in this whole area has
12 airplanes. There's over 214 registered airplanes in
13 Montana alone. There's over 300 in South Dakota.
14 And you talk about only 129 people will be involved
15 with your disturbance? I think your numbers are
16 wrong.

AM-14

17 There again, there's no mention of what are the
18 consequences if the pilots don't follow the rules
19 and regulations, of noncompliance. If I fly into
20 Ellsworth, there's an issue. I'll be arrested. If
21 they do whatever they want to do, that's fine.
22 That's for the sake of saving the country.

AM-14

23 Well, I'm tired of that whole attitude. I'm
24 not anti-American. Don't get me wrong. But we need
25 rules and regulations just like anybody else. And

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1 if they're not going to follow them, they don't need
2 to expand this area.

3 The other issue on the EIS, is there's been no
4 discussion on the unmanned aircraft that's going to
5 be coming in the near future. Somebody in Ellsworth
6 will be flying those planes setting in Rapid City.

7 And the report, there's been no accident
8 reports? There's been no controversy in the last
9 20 years? That's interesting. There's been several
10 near misses. There's been several people that has
11 been scared to death with -- when one of those
12 planes come over and you're taking off in a small
13 airplane. Then they have been reported to Ellsworth
14 Air Force Base. And on their report there's near
15 zero report of anything going on out here.

16 Everything is hunky dory. I'm sorry. It isn't. We
17 need corrections.

18 The main thing here is, if there's no rules to
19 follow and the Air Force is not going to follow
20 them, they do not need to expand their area.

21 HEARING OFFICER GREGORY: All right. Thanks,
22 sir. Ms. Schlosser.

23 MS. SCHLOSSER: Hi. I'm Demarest Schlosser. I
24 came here tonight with my husband Otto and our two
25 kids. This is Lillian and Conrad.

AM-17

SA-1

2067

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1 First, I'd like to say I fully support a strong
2 and well-prepared military. I appreciate all the
3 sacrifices that our servicemen and women make for us
4 every day, but they should not place unreasonable
5 burdens on the citizens that they are trying to
6 defend.

GE-3

7 I grew up in Houston, Texas, where it's very
8 noisy and I came out to my husband's family ranch
9 three years ago. I was expecting peace and quiet.
10 The occasional flyover at a reasonable altitude and
11 a reasonable time of day is not a problem. I do
12 have a problem with the extremely low-level flights
13 that are -- that occur at all hours of the day and
14 night. My son is scared of the jets because on
15 several occasions they've flown so low and they were
16 extremely loud.

LU-2

17 I understand that the military needs to
18 practice so that they're prepared to defend us, but
19 I'd ask that they conduct their exercises at
20 reasonable hours of the day and to limit the
21 excessive noise, which is no more than is expected
22 in urban environments.

NO-5

23 I wouldn't subject the homes of our servicemen
24 and women to this kind of noise and I would expect
25 that they do the same for me. Thank you.

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1 HEARING OFFICER GREGORY: All right. Thank
2 you, ma'am. Next I have Mr. John Smith.

3 MR. SMITH: Do you need help spelling the last 2068
4 name?

5 HEARING OFFICER GREGORY: I think I actually
6 got the pronunciation right.

7 MR. SMITH: My comments first all is, I support
8 our troops wholeheartedly.

9 The other comment is, the number of people that
10 are seated out here, I counted approximately 40, and
11 I would like the people to know that this seems like
12 a small number to represent our area, but we have
13 very few people living here. I think this is a
14 tremendous turnout for the number of people who live
15 in Powder River County. If you look out, there's
16 about 40 to 50 people here, and that represents a
17 fairly large number of people for our county.

18 Next of all, as a pilot I'm very nervous about
19 this deal. I know of one pilot friend of mine that
20 hung his airplane up and just leaves it in the
21 hangar. He's scared to fly with you guys. And I'm
22 just a few miles out of the MOA and I do
23 occasionally fly in the MOA and it can be rather
24 thrilling. If the Air Force could do something in
25 the sense of giving us -- some way of notifying you

GE-9

NP-3

SA-7

AM-3

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1 where we are at, I would truly appreciate that.

AM-3

2 Other than that, this ends my comments.

3 HEARING OFFICER GREGORY: That's all the

4 speaker cards that I had. Are there any other

5 cards? Anyone fill one out that maybe I didn't get?

6 No? Anybody who hasn't spoken change your mind and

7 want to speak? All right. We've got two more cards

8 here.

2069

9 MR. HAYES: My name is Francis Hayes. We live

10 out here about 40 miles southeast of here and we've

11 been in this MOA ever since it started, ranchers,

12 pilots, and we've never experienced any problems

13 with the MOA or the aircraft. The livestock, we've

14 never had any problems with livestock being spooked

15 or scared or anything.

LV-7

BI-1

16 And these military people have to be training

17 and have to have a place to train. And I'm not

18 opposed to this at all. I'm in favor of it.

GE-1

19 HEARING OFFICER GREGORY: All right.

20 Mr. McDowell.

2070

21 MR. MCDOWELL: I'm Don McDowell. The only

22 thing I would say after talking to several pilots

23 and dealing with the Airport Board and things like

24 that, I hear a lot of concerns from our local pilots

25 and I would like the Air Force to understand that

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1 you're a closer neighbor at that 500 foot than a lot
2 of these people have ever seen, and I don't think it
3 would be a bad deal if you scheduled an annual
4 meeting to bring your people out and listen to
5 comments annually; instead of us trying to get ahold
6 of you, you came to us. Thank you.

GE-5

7 Did you get the spelling?

8 HEARING OFFICER GREGORY: Yes, she has the
9 card. Thanks a lot.

10 Anyone else? Is there anyone who has already
11 spoken who wants more time on the clock? Anybody?
12 Anybody?

13 Well, we're here until 8 o'clock. That's a
14 ways off. If you change your mind between now and
15 then, all you gotta do is let me know. We'll be
16 sitting right over here. We'll turn the machines
17 back on, I'll reconvene the formal hearing, and you
18 can make a statement if you'd like.

19 But since at this point I have no remaining
20 speakers, I just want to remind you that the Air
21 Force and the FAA reps will be out there by those
22 display boards to discuss things with you.

23 I want to thank you for coming out tonight and
24 showing your interest and your concerns about this
25 proposal. And as I've mentioned several times

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1 already, tonight is not the end of your opportunity
2 to participate in this review process. Again,
3 written comment sheets are available at the
4 registration table and you can turn these in tonight
5 or you can mail or fax them later. You see the
6 address and fax number is on that slide and that's
7 also on the brochures and the comment sheets.

8 Again, the Air Force welcomes comments in
9 writing at any time during this process, but to
10 receive timely consideration for the Final EIS,
11 please get your comments submitted by November the
12 15th, 2010.

13 If you'd like your own copy of the Final EIS,
14 please let one of the representatives out there
15 know, or you can send a letter or postcard asking
16 for your copy and the Air Force will send a copy of
17 the Final EIS to you.

18 And there being no more speakers at this time,
19 I'm going to recess the hearing. But if you change
20 your mind about speaking, Teresa and I will be
21 available right over here.

22 So at this point we're in recess, and the Air
23 Force and FAA folks will be available out in the
24 hallway to continue discussions with you if you'd
25 like.

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1 (The hearing recessed at 6:50 p.m.)

2 HEARING OFFICER GREGORY: We're back on the
3 record. The time is 8 o'clock. There have been no
4 further speakers. This hearing is adjourned.

5 (The Powder River Training Complex Public
6 Hearing adjourned at 8:00 p.m.)

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1 STATE OF SOUTH DAKOTA)
) SS. CERTIFICATE
2 COUNTY OF MEADE)

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the forgoing Pages 1
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8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

17 Teresa L. Fink, RMR
 Registered Merit Reporter

18 My Commission Expires: 4-29-2016

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1 finally, as I mentioned earlier, this formal part
2 isn't a Q and A session. It's an opportunity for
3 you to put on the record your views and your
4 concerns about the proposal that you want the
5 decision-makers to consider. Questions that you
6 pose during your comments will become part of the
7 record and will be considered.

8 After we're done with the formal part of this,
9 the FAA and Air Force reps will continue to be
10 available out by those display boards to continue
11 discussing things with you.

12 All right. And with that, I'll move to our
13 first speaker. And I'll just deal off the top here.
14 How about Mr. Bill Lane. Mr. Lane. You can use
15 this mike here.

2071

16 MR. LANE: My name is Bill Lane, L-A-N-E. I'm
17 a cattle rancher southwest of Baker as well as a
18 private pilot and aircraft owner.

19 This expansion is huge and said to be
20 comparable to the size of South Carolina or
21 one-fifth the size of Afghanistan. And if I'm
22 correct, this will be the largest complex in the
23 United States. The Training Complex will limit not
24 only general aviation traffic but commercial traffic
25 as well due to the limitations of radar contact,

AM-3

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1 radio communications, as well as the fact that the	
2 FAA will not allow IFR traffic to be routed through	AM-3
3 a hot MOA. Landowners' and/or business owners'	
4 rights will be impinged upon by the startling effect	SO-1
5 of low-level flights, high noise levels, and	
6 decreased land values.	
7 And for a comparison, I ask you to think about	
8 property values of houses in major metropolitan	SO-23
9 areas that lie under the flight path of major	
10 airports versus those outside.	
11 We'll also be impinged upon, there will be	SA-5
12 increased fire danger and then reduced revenue due	SO-6
13 to the lack of air traffic and recreational traffic.	
14 And once again, this area will no longer be a quiet,	LU-2
15 last best place.	
16 Ranchers run the risk of decreasing conception	BI-2
17 rates in livestock unofficially by as much as	
18 42 percent, thus reducing income for some producers	SO-13
19 in this area that could result in hundreds of	
20 thousands of dollars. There also will be reduced	
21 hunting income due to disturbances during hunts.	SO-9
22 This area is a huge recreational area for hunting by	
23 out-of-state hunters, thus a huge economic draw for	
24 our area.	
25 Ranchers will also face high repair costs due	SO-13

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1 to fences being torn down as a result of spooked or
2 confused livestock, not to mention wild game.

SO-13

3 Other risks include fire danger. And
4 unofficially we have heard this, that wool growers
5 may be unable to market their wool as a result of
6 the contamination from the plastic filaments in the
7 chaff. And also, we will face reduced land values
8 as well. And also, for those of us that have
9 airplanes and fly them on our ranches, we will be
10 facing dangerous flying conditions.

SA-5

SO-16

SO-1

11 This see-and-avoid technique won't work based
12 on the speeds of the aircraft. See-and-avoid may
13 keep you from hitting my aircraft, but what about
14 your wake turbulence? It will flip me upside down.

SA-7

15 Who or what gives the government the right to
16 impinge on the rights of the citizens? If I impinge
17 on the rights of my neighbors, I can be sued for
18 those infringements. Can I sue and honestly win
19 against the government if they infringe on my
20 rights?

NP-1

21 Let me use this analogy. This is basically
22 like you moving into my house, using all of my
23 resources, destroying my belongings, and not having
24 to pay any rent or pay to replace anything. Montana
25 has absolutely nothing to gain by having this

SO-24

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1 training facility in our back yard.

50-24

2 The Air Force is here to protect our interests
3 worldwide, but we are here to protect our interests
4 locally. I therefore recommend the No-Action
5 Alternative. Thank you.

6 HEARING OFFICER GREGORY: All right. Thanks,
7 sir. Next I have Mr. Roger Meggers. Did I get that
8 right?

9 MR. ROGER MEGGERS: That's right.

10 HEARING OFFICER GREGORY: Okay.

2072

11 MR. ROGER MEGGERS: I've been called worse.
12 I'm Roger Meggers. I'm the Airport Manager here at
13 Baker. Last name is M-E-G-G-E-R-S.

14 This air expansion is massive to this country.
15 I mean, it's just huge. I mean, it will be the
16 largest Military Operation Area in the United
17 States, and the majority of this expansion is into
18 Montana.

19 This area is mineral rich with more oil
20 reserves than Saudi Arabia. Large coal fields are
21 just being discovered. There's just a lot of impact
22 that's going to happen here in the next few years
23 economically, and with this hanging over our head,
24 we just won't be able to operate.

50-17

25 The proposed corridors are based on the

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1 antiquated VOR system or the Victor airways which is
2 actually slated for decommission. This routing will
3 also extend flight times and cost general aviation
4 more money to go around these areas. Chaff that's
5 dispensed with the military aircraft will interfere
6 with weather radar.

SO-7

SA-16

7 Some of these stats I have here are greatly
8 different than what the Air Force has come up with.
9 There are over 120 airports in Montana alone. Seven
10 are public use -- or under this area there are seven
11 public use, one airport, over 40 private airports
12 that lay under this proposed expansion. There are
13 over 600 FAA registered aircraft that fly in this
14 expansion area. And how are they going to operate
15 safely when this is hot?

AM-4

16 Initially we thought this was going to be about
17 10 days a year. We find out now it's going to be in
18 excess of 240 days a year.

PN-5

19 This proposal will save the Air Force 8 and a
20 half million dollars per year. The economic impact
21 of Montana airports are as follows: 18,800 jobs;
22 \$600 million in payroll, and \$1.6 billion in
23 economic activity. That's just in the State of
24 Montana.

SO-10

25 Approximately \$20 million has been spent on

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1 ADAF funding on these airports that lie -- public
2 airports that lie directly underneath this proposal,
3 with an additional 13 million proposed to be spent
4 within the next two fiscal years. Why have we spent
5 all this money on these airports when they will be
6 severely restricted with this expansion?

SO-10

7 I feel this proposal is well greased and
8 sliding along under the radar without a lot of
9 public input. There's quite a few people here
10 tonight, but a lot of these meetings are not very
11 well attended. A lot of the pilots know nothing
12 about this. You talk to the transients that come
13 through my business and they don't know anything
14 about it. "How are you going to operate through
15 it?" "Can't. We're not going to. We're going to
16 go around it."

NP-8

17 Nothing has been said in this EIS about the
18 Ellsworth Air Force Base becoming a command center
19 for the Predator UAV aircraft. I don't know exactly
20 what's going on there myself, but that's the rumors
21 I've heard.

AM-17

22 I feel the elected officials are being held
23 hostage on this because they do not want any more
24 Air Base closures in this area. We can't afford
25 that for our economies. Contractors and engineers

SO-25

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1 which I've talked to, they're afraid to say anything
2 for fear they will lose contracts that they
3 currently have with Air Bases.

4 And anyone that opposes this seems to kind of
5 be painted anti-patriotic which is not true. I very
6 emphatically support our troops and we need a strong
7 military.

GE-9

8 And one last thing and I'll wrap up here, but
9 general aviation can't accept this without some
10 serious changes, but the B-1 is capable of top speed
11 of 830 miles an hour. That's 13.84 miles a minute,
12 1218 feet per second, which is almost twice as fast
13 as a .45 caliber bullet, and that's four seconds a
14 mile. I hope you guys don't get lost. Be a long
15 ways home. But see-and-avoid just doesn't work at
16 800 miles an hour, and that doesn't even include
17 closure speeds.

SA-7

18 And as for myself, I've been a pilot since 1969
19 and logged over 16,000 hours of civil flight time.
20 I'm a commercial pilot flight instructor and I've
21 operated my business at the airport for -- since
22 1978. And I'm not sure my business will survive
23 this expansion if it goes through as it's written
24 because of the limitations that will be imposed.
25 Thank you for your time.

SO-10

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1 HEARING OFFICER GREGORY: Thank you. All
2 right. Thank you, sir. And next I have Darin
3 Meggers.

2073

4 MR. DARIN MEGGERS: Okay. My name is Darin
5 Meggers, same spelling as the last speaker.

6 I'm a third-generation pilot and have been
7 involved in aviation for as long as I can remember.
8 I've been actively flying since 2001 and I've
9 accumulated over 3200 hours of flight time to date
10 under multiple ratings and endorsement; been an
11 operator at the local FBO here in Baker, Baker Air
12 Service.

13 This is a full-service FBO providing fuel
14 sales, aircraft maintenance, repair and
15 modification, aircraft sales and demo, contract and
16 specialized flying, flight instruction, aerial
17 photography, charter, aircraft salvage and recovery,
18 and other aircraft pilot amenities.

19 Its yearly average at 22,000 gallons of fuel
20 sales; maintenance, 40 aircraft; a thousand hours of
21 commercial flying; eight aircraft sales; and
22 currently operate five aircraft in the business and
23 employ eight people.

24 There are major concerns that have come up with
25 the huge expansion of the Powder River MOA both in

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1 square miles and vertical boundaries of the
2 airspace. Safety is a major concern for all pilots
3 flying and on the surface for the people and
4 livestock and animals. The majority of the pilots
5 will avoid because they don't want to deal with the
6 risk of the MOA.

SA-7

SA-9

SO-6

7 As an FBO, this will have devastating effects
8 on the economics of Baker residents if this
9 expansion happens in more ways than one.

10 How can you operate an FBO business underlying
11 this airspace and surrounding Baker for nearly
12 150 miles in every direction? There's no way you
13 can confidently tell people that this airport and
14 this business is alive and well with this airspace
15 hovering all around. Corporate and commercial
16 flying in the area will just not be happening.

SO-6

17 Right now talking with pilots personally and
18 additionally with their companies, they will make
19 alternate plans to avoid complications, risks, and
20 costly delays of the airspace.

21 Flight instruction isn't looking real
22 attractive either. Try to talk a student into
23 flying among military aircraft at 500 plus mile an
24 hour when they can barely figure out how to fly at
25 first. No IFR training in our area.

SO-26

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1 If no airplanes are stopping because of the
2 airspace, that means no fuel sales, aircraft
3 repairs, sales and demo and general maintenance, all
4 a huge part of an FBO business, not to mention all
5 the local businesses downtown that give them a
6 courtesy card to go eat and go to the grocery store
7 or whatever they need to do or stay the night.

SO-6

8 Operation of a full-service FBO underlying this
9 is simply not going to happen. It takes all aspects
10 to make a go of a small-town FBO providing all
11 services. There is no reason to talk expansion and
12 growth of the business when this airspace will take
13 away all the customers.

14 Even though this is a sparsely populated area,
15 it is one of the busiest areas in the United States
16 and probably one of the most likely areas for
17 expansion. The U.S. unemployment map can prove
18 that. Look around Baker alone with the development
19 of oil and gas industry, utility and wind energy,
20 the medical facility, farming and ranching and
21 outdoor recreation that takes place. Corporate and
22 commercial aviation in the area would be affected
23 directly.

SO-5

24 Just in Baker alone, there are over 12 oil or
25 utility companies that operate their base in Baker,

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1 plus all the on-demand flying that is related with
2 the sport and service that they need.

3 What you're asking for cannot be done. This
4 needs a lot more compromise to let the general
5 aviation community survive as well as the corporate
6 and commercial operators in the area of the proposed
7 expansion. Thanks for your time.

8 HEARING OFFICER GREGORY: Thank you.

9 Mr. Donald -- I think it's an "L." Lieger?

10 MR. RIEGER: Rieger.

11 HEARING OFFICER GREGORY: Krieger. Should have
12 gone with the "K."

13 MR. RIEGER: Donald Rieger, spelled

2074

14 R-I-E-G-E-R --

15 HEARING OFFICER GREGORY: "R."

16 MR. RIEGER: -- presently serving as Fallon
17 County Commissioner.

18 We as a county have a huge stake in what takes
19 place here. Some of the things have been mentioned.

20 The air ambulance situation, we've gone over
21 that. Yes, you indicate that there can be a phone
22 call and they will hold off for air ambulance, but
23 we all realize what it takes to make a phone call,
24 especially on a weekend or something, and get a live
25 voice. Most often it's a recording. The recording

SA-19

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1 turns you to another phone number to call or passing
2 down of the line, and you can wait a long time until
3 you get a live body, if you do.

SA-19

4 Another thing is the fire suppression that we
5 have in here. We have the capabilities when they do
6 have a fire to come in here with aircraft. They use
7 our facility here and they possibly even take on
8 some fuel here. But that's something that we are
9 very dear to our hearts about and we do not want to
10 leave any of that out.

SA-5

11 Another thing is, we've got a new airport
12 expansion project in the move and what we would be
13 doing is extending the runway. And it seems to me
14 like if all this is going to take place, why are we
15 doing what we are as far as putting more
16 improvements into our airport when it will be very
17 limited use.

SD-10

18 As has been mentioned before, the oil activity
19 that's here is huge. And there's many, many direct
20 flights come in from Texas and thereabouts, come in
21 in the early morning hours, leave again in the
22 afternoon, and those are very dear to the community
23 also.

SD-17

24 With the TransCanada pipeline that's in the
25 making would come through here, there's 67 miles

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1 that come through the county. There would be an
2 on-ramp you might say that would include shipping
3 oil in here from various parts of the Dakotas,
4 Montana, and they would be held in facilities here
5 so that they can put it into this TransCanada
6 pipeline. With that, that will bring many more
7 pipelines to the area, more business, more business
8 will be moving to Baker because of this situation,
9 and that again is very essential to the county.

SO-17

10 I wish I could stand before you and say I trust
11 everything you say. We happened -- two of the
12 Commissioners of the three happened over to Mocha
13 where there was a meeting over there on land use or
14 with the BLM adhering property there for a wildlife
15 corridor. There was 3,000 people in attendance over
16 at that meeting and various people gave testimony
17 there. And there again, they were lied to, and the
18 indications came out of there, too, that we wish we
19 could trust you, but we can't. And this is about
20 the situation here. We hear the stories, but can we
21 really trust you?

GE-5

22 Montana has a state law that there's a
23 cooperating agency status, and I hope if this gets
24 into the final stages or something, that you would
25 participate with the local officials and take

NP-4

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1 comment from them and be more involved so we know we
2 can share some ideas, and that's what the
3 cooperating agency status is all about.

NP-4

4 Do you adhere to our land use plans that we
5 have within the county? I think this is moving
6 forward. I don't think there's any consideration of
7 the individual land use plans that we have in our
8 county, and I think they should be taken into
9 consideration.

LU-8

10 So we have various things at stake here, and
11 therefore we would find it hard to support this
12 maneuver and have to go on record as being opposed.
13 Thank you.

14 HEARING OFFICER GREGORY: All right. Thanks,
15 sir. Next I have Mr. Dennis Twedt.

16 MR. TWEDT: Yep.

17 HEARING OFFICER GREGORY: There you go.

2075

18 MR. TWEDT: My name is Dennis Twedt, T-W-E-D-T.
19 I'm a member on the Airport Board in Baker.

20 And there has been a lot of things that's been
21 said that's too vague in my book as far as "expected
22 to fail," there's "may be activated," definitions of
23 "approximate." It leaves too much -- too much open
24 there; not -- nothing definite, not holding down a
25 positive yes or a no. Interpretation of the Bible,

NP-9

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1 so many different religions, so to speak. That's
2 what scares me.

3 And I back that up with Donald; that we see
4 that get into this part of the country and -- and
5 once they get their foot in the door, it's a lot of
6 different things: like say 10 days a year and we
7 find out through the grapevine that it could be up
8 to 200 some days a year. That scares me.

PN-5

9 We talk to other pilots that come in and out of
10 Baker in the past and tell them about this proposal
11 and they said that they would probably be more than
12 likely avoid it and they wouldn't come here just
13 because no one wants to fly in an area like that.

14 And personal experience in the past, in the
15 middle '80s working in the oil field they had two
16 different places that they had military routes.
17 After a fashion of time we learned of where these
18 routes were and they flew right over those routes,
19 just about count on it, and at a certain time about
20 every week. And that was good because then we knew
21 to avoid those areas at that kind of special time.
22 But still, that was well below 500 feet. And who is
23 to police that?

AM-14

24 And it scared a hell of a lot of people a lot
25 of times out in the oil field. I mean, it's -- it

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1 caused a lot of hardship. By the time they seen it,
2 it was gone. And then you start looking for the
3 second one to come and then it was, you know, not so
4 scary.

5 That's what I'm scared of now, a whole big
6 route. It isn't going to be just one little route.
7 So you ain't going to know where they're at, where
8 they're coming, and it's going to shrivel a lot of
9 people and animals. That's all I've got to say.

10 HEARING OFFICER GREGORY: Okay. Thanks a lot.
11 All right. Thanks, sir. Next I have Mr. Willie
12 Duffield.

13 MR. DUFFIELD: Thank you, sir. My name is
14 Willie Duffield, D-U-F-F-I-E-L-D.

15 I want to thank you gentlemen for serving this
16 country. I think the United States Air Force is the
17 best Air Force in the world, and I think you've got
18 that way and you've trained that way in the current
19 Military Operation Areas that we have now. I think
20 they're adequate.

21 I guess I want to go on record as opposing this
22 expansion on that ground; that we have adequate
23 training areas. I think the Air Force is going to
24 have to do what the rest of us in the country is
25 doing. We're trying to do more with less. And I

SA-7

2076

GE-9

PN-2

GE-2

PN-2

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1 think -- I think that would be a good thing for the
2 Air Force to try to do on this.

3 I know we're supposed to limit our comments to
4 the environmental issues of this thing. My concerns
5 are more safety than environmental.

6 You're squeezing general aviation into a
7 smaller area into these bi-way -- or these fly-aways
8 in between these. I don't know which is more
9 dangerous: putting 25, 30 general aviation in a
10 little bitty airway or flying in an MOA with these
11 jets. So I guess I would like you to reconsider
12 that a little bit; making those wider if this is
13 going to go.

14 Also, I would like to see them just stay up in
15 the air 15,000, twenty feet, and leave us alone down
16 below. They can practice from there to the moon. I
17 will yield the rest of my time.

18 HEARING OFFICER GREGORY: Okay. All right.
19 Thank you. Mr. Chuck Lee.

20 MR. LEE: My name is Chuck Lee, L-E-E. I'm the
21 Disaster Emergency Services Coordinator and the
22 9-1-1 Coordinator here in Fallon County.

23 I'm real new to this tonight. I'm just trying
24 to get a handle on this, but I kinda made some
25 notes. So these are the things I noticed that kinda

SA-3

DO-4

2077

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1 hit me right off the bat.

2 I know in the NEPA, they talk about
3 environmental justice. And that's kind of a weird
4 concept. It's the concept that you take a low
5 income area and you dump on it so you turn it into a
6 toxic dump. You know, we've seen that through the
7 years. And I'm not implying that, but what I'm
8 saying is that because of our rural nature and we
9 don't have a lot of population so we have no pull
10 with the politicians, that it just seems that this
11 area has been chosen because it's a quite expansive
12 land but it's also very few people.

EJ-2

13 And I guess the question -- and I don't -- once
14 again, I'm new to this so I don't understand why
15 don't we go to Rapid City? Why don't we go to
16 Pierre? I notice it tends to come where there's not
17 a lot of political clout. And we all know that
18 dealing with the state government here in Montana.

PN-2

19 Roger made mention of the Doppler radar. The
20 one thing is that effective January 1, 2011, through
21 December 31st, we will have Doppler radar for the
22 first time in Fallon County. This has been, Roger,
23 probably 15 years you've probably tried through the
24 Department of Commerce and/or the National Weather
25 Service and they always cry there is no money.

SA-16

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1 There must not be any money. We found a way to do
2 this locally, and so effective January 1st through
3 December 31st we will have Doppler radar coverage.

4 My concern is, now we have Doppler radar and
5 now we have chaff that's going to block that. This
6 radar coverage will be critical for calving seasons
7 or -- and counties, Dickinson, North Dakota, for
8 example, even though they have Doppler radar
9 coverage now, they've ponied up money because they
10 want to see what's coming at them. The storm comes
11 out of the southwest through Broadus and blows to
12 the northeast. They want to know what's coming at
13 them.

14 So I'm concerned that we're going to get radar
15 and now we're not going to get radar. So that's
16 kind of an interesting thing.

17 From the 9-1-1 side, Fallon County is fortunate
18 enough to have a pretty extensive 9-1-1 system. We
19 do cover four counties, 8,000 square miles. Two of
20 the counties will be affected.

21 I'm just concerned about, you know, several
22 things there. You mentioned the miners and the
23 frequency issues. My concern, of course, is running
24 all kinds of different frequencies, I wonder what
25 effect this will have on us. I'm concerned about

SA-16

AM-3

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1 dispatch overload. I'm concerned about first
2 responders.

AM-3

3 It was mentioned earlier one accident in 1997.
4 That would have been Carter County, I believe. What
5 taxing effect would that have on our first
6 responders in this community if a B-1 -- is it a
7 B-1; is that correct? -- okay, if a B-1 goes down.
8 We're going to be -- we're going to be scrambling,
9 you know, to deal with something of that level.

SA-20

10 So I'm concerned about the communication. I'm
11 also just wondering about the noise. You can say
12 that it's supersonic and the charts might show that
13 it has no effect, but quite simply, it has an effect
14 on what I'll call our way of life. I've only been
15 here 15 years. I'm from another faraway land called
16 California. I was born in Bowman, so it's okay.

LU-2

17 So I just understand, it's going to have quite
18 an effect on this way of life out here. It's nice
19 and quiet. People are salt of the earth. It's the
20 place to live. And so now we're going to get, you
21 know, blown over with a bunch of -- a lot of air
22 traffic and a lot of noise. And you can't quantify
23 the effect that is, but what we know as our way of
24 life will be drastically affected from this.

25 And I just have one further concern that Roger

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1 talked about, is this idea that Roger -- one of the
2 primary things I think his business does is they fly
3 the pipelines to visually inspect for leaks and/or
4 damage, and I'm just wondering what kind of effect
5 is that going to have that if something happens that
6 we have an oil pipeline that's leaking and we're not
7 able to detect it, Roger could see it visually from
8 the air and all of a sudden he's grounded, and does
9 a half a day go by, a day go by, and what kind of
10 effect does that have on the environment. So that's
11 all I really have.

SA-21

12 HEARING OFFICER GREGORY: Okay. All right.
13 Thank you very much. Next I have Mr. J. Robert
14 Rusley. I hope I got that right.

15 MR. RUSLEY: Yes.

16 HEARING OFFICER GREGORY: All right. There you
17 go.

2078

18 MR. RUSLEY: Robert Rusley, J. Robert Rusley,
19 R-U-S-L-E-Y, rancher southeast of Baker.

20 I've put up with this here low-level flying for
21 some period of time, from early back in the '70s.
22 And it is a real hazard to livestock. I have had
23 cattle run through the fences and horses cut up.
24 It's a terrible deal. And I didn't get paid for it.

SO-13

25 Another episode now, the devaluing of my

SO-1

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1 property. You can't tell me if you're trying to
2 sell your ranch and you've got a fly-away running
3 right over, that your value of property isn't going
4 to go down. Maybe it's worth five, \$600 an acre at
5 the present time. By golly, if this fly-away goes
6 through, you'll be lucky if it's worth 200.

SO-1

7 Also, this chaff material, and Roger mentioned
8 this, as far as lambs and stuff and the wool, I
9 think that is an issue. I think they should look
10 into this. I mean, any plastic twine and anything,
11 that wool is condemned. Why would this be any
12 different? It's a silicon base.

SO-16

13 Also, many of the other local ranchers around
14 here, I don't -- I don't fly, but it's going to be
15 quite an impact on them as far as flying to check
16 livestock. A lot of them use their planes to check
17 livestock, water tanks, wells and, you know, and
18 just in regards to their business.

SO-11

19 That's all I have. But it's a large concern of
20 mine.

21 HEARING OFFICER GREGORY: All right.

22 MR. RUSLEY: Thank you.

23 HEARING OFFICER GREGORY: All right. Thank
24 you, sir. Next, Mr. Sikorski.

25 MR. SIKORSKI: My name is Wade Sikorski. We

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1 have a ranch 20 miles south of Baker.

2 I was -- it was back in the '70s, I remember
3 when we had some B-52s and occasionally a B-1 bomber
4 flying over us, and I think that there's going to be
5 quite a bit different impact from low-level B-1
6 flights than there will be from the B-52 flights
7 because there -- they happen much more quickly and
8 they're much more louder as I remember it.

9 And I think it's kinda like you don't -- when a
10 B-1 comes over you, you don't grasp what is even
11 happening. It's just kind of an explosion and then
12 you don't see it, or a lot of times I never saw it.
13 I just sort of heard this explosion and then it was
14 gone. Now, B-52s were slow and you could kind of
15 see them coming sometimes. Most of the time you
16 kinda get used to them.

SA-9

17 And I'm thinking that the startle impact on
18 livestock will be quite a bit different from
19 low-level B-1 flights than they will be from the
20 low-level B-52 flights, which we aren't going to
21 have, I gather, because it just happens so quickly.

BI-4

22 And animals in my experience, once they've been
23 startled, they kinda get to where they start
24 anticipating it and it happens again, they get quite
25 unmanageable.